

THE SAAB CLUB
OF NORTH AMERICA

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APR- JUN 2026
ISSUE **385**



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Pushing the Platform

Overview Effect: SOC43

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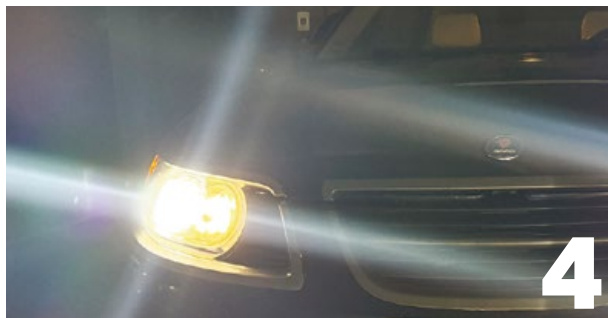
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CONTENTS

2	President's Letter SHELLY BAXTER
3	Editor's Letter GREG ABBOTT
4	Brighten Your 9-5's Night JAKE TILTON
6	Saved from the Crusher BOB RUDER
8	Pushing The Platform BRET SASSAMAN
10	Fabricating a Battery Tray BRIAN STAUSS
11	Delving into SAAB Club history ED TONAT
12	A 1972 96 Resurrection SCOTT WHINNA
14	Saab Shots
16	The Overview Effect: SOC43
20	SOC43 Track Day 2026
21	SOC43 Volunteers Needed
22	Saving a Rusted 9-5 Aero ANDRE NOWROUZI
24	Stop Scrapping Saabs
25	Endless Mountains Vintage SAAB Jamboree
26	Call for Board Nominations
27	Saabs Online & Board of Directors
28	A New Year Among Classics AMI REIST JACHIMSKI
29	Future Events



Cover Photo: Allison DeSpain, 2000 9-3 Viggen
Snow scene by ChatGPT, Composition by Kyle Webb



SHELLY BAXTER

SCNA **PRESIDENT'S LETTER**

Hello Fellow SAABers!

Spring is in the air—and you know what that means! It's time to pull your favorite Saab out of hibernation and get it ready for the many Saab events happening all across the country.

Speaking of events, there's a new way to get your club's events out into the community. Head over to saabclub.com and check out **our new online calendar**. Not only can you browse upcoming gatherings, but you can also submit events or Saab meets directly through the site. This new tool is designed to empower our community and make it easier than ever to connect, plan outings, and share what's happening in our Saab world. If you're organizing something, be sure to submit it!

We've also updated the **Service Directory** on the club website. This is a living resource, and it's only as good as the information we all provide. Take a moment to browse through it and see if we've missed someone you know. If so, there's a simple form to submit a recommendation and we'll follow up. Skilled Saab technicians and shops are more valuable than ever, and having an up-to-date directory is an essential resource—especially when you're on the road, whether for a short weekend drive or a cross-country adventure.

*And speaking of adventures...that brings me to **SOC43**.*

Across the Saab universe there are many great events, but one eclipses them all: SOC—the **Saab Owners Convention**. This year marks the 43rd gathering of our community, and it will be the first ever held at the *U.S. Space & Rocket Center in Huntsville, Alabama*. Behind the scenes, the team is working hard to make this year's convention truly out of this world. Maybe not quite orbiting Earth—but close! In this Saab-space you'll be surrounded by hundreds of fellow enthusiasts with Huntsville as an incredible backdrop: NASA history, beautiful walking trails, a fascinating museum, and of course, our favorite car brand bringing us all together. It's the perfect place to get our geek on with other Saab enthusiasts and enjoy a little Space Camp spirit. Taking a break from the things that divide us and spending time with people who share the your passion for Saab can be incredibly refreshing.

When you see your Saab on the Showfield at SOC, surrounded by so many others, your appreciation for these cars only grows. The steady stream of compliments, the thoughtful questions, and the meaningful conversations with fellow enthusiasts create an experience that's hard to describe. It's in that moment you realize that the love of Saabs truly knows no borders or boundaries.

Yet sometimes we're limited by our own thinking...or by parts availability. (More on that later!)

Until then—Keep on SAABin!

Shelly Baxter

SCNA President

9s EDITOR'S LETTER



It takes a village, or so I've been told, and I'd like to use this space to recognize three people in our Saab community who have gone above and beyond in helping either **9s** or myself:

1. This issue features the debut of Ami Reist Jachimski as assistant editor. Ami has contributed to **9s** for some time, both as an author and as a photographer, and I'm pleased as punch that her status is now official. Ami had a big hand in this issue in particular. So welcome her aboard, and if you have ideas or possible submissions for future issues, feel free to contact either or both of us in the future. Her email is: Ami.Reist@saabclub.com
2. One of the unsung heroes of **9s** is our graphic designer, Kyle Webb. Kyle was instrumental when we developed and updated the new look and feel of **9s** back in 2021; and is still instrumental in maintaining **9s'** visual consistency when he takes what we put together and lays it out for each new issue. I am Team Chaos, and Kyle is Team Structure, but somehow we make it work, and I'm eternally grateful for that.
3. Another Unsung Hero: In **9s** #380 (Jan-Mar 2025) I wrote about the deer hit with my Fusion Blue 2007 9-3 Aero Combi. About 6-7 months after the accident I found a parts car (a black 2006 Aero sedan, a manual which was sadly too far gone with rust to justify repair). And last fall, with the able advice and assistance of my friend Paul Ellis, we were able to swap over the hood, front bumper cover, headlights, radiator core support, air box and intake plumbing, intercooler, power steering fluid hose, condenser, and MAF sensor; and install a new radiator. Because the Combi is now black-and-blue (black hood and front bumper, blue everywhere else) Paul christened it "Bruiser". I've put more than 8,000 miles on the Combi since the transplant surgery was completed, including a trip to Springfield, Missouri for the Ozark Trails Drive hosted by Taliaferro Imports in October, and out to the West Coast and back this February for a work trip. Bruiser has a Vermont Stage 0 tune, and it's an absolute blast to drive.

So a well-earned round of applause goes to Ami, Kyle, and Paul. It is truly a blessing to have such helpful friends and colleagues.

Greg Abbott
9s Editor-In-Chief

BRIGHTEN YOUR 9-5'S NIGHT

BY JAKE TILTON

Do you hate free time as much as you hate your '06-'09 9-5's headlights? I thought so (otherwise you wouldn't be reading this magazine).

These stock Valeo headlights never were class-leading, but after ~20 years of use, it's time to give the projectors a viking funeral and upgrade to something new (and to throw in an H7 bulb into the unused projector if you're feeling frisky). Oddly enough, despite many folks complaining about the light output on this generation 9-5, not many folks have documented doing anything about it. I decided it's time to change that.

This job needs a hefty disclaimer: it's full of potentially irreparable peril, demands a lot of tools, can lead to cracked lenses if you're not careful, and is sensitive to the dust of a typical shop environment. But hey, I never did a projector retrofit 'til now, and am still a soldering novice: if I could do it, you can do it too with enough patience, time, tools, courage, and swearing.



STEP 0: Shop for a new set of projectors. I used Morimoto EvoX-R 2s, but they also make a D2s Valeo projector replacement (you'll need an adapter harness for our D1S bulbs, I believe). Remove the lights from the car (SaabWISOnline.com is your friend) and strip them of bulbs and ballasts.

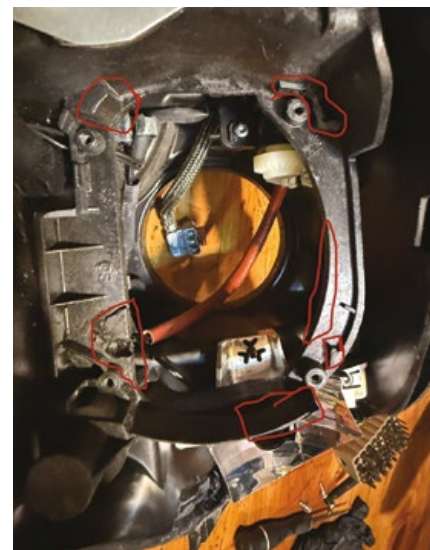
STEP 1: Preheat your oven to 250°F. No, we're not baking a cake, this is the exact temp that'll soften the seal between the lens and housing without melting either. Throw the headlight in for 12 minutes on wood blocks (I used a

cutting board) to avoid metal-on-metal contact. Remove carefully and dig your pry tools into the seam between the lens and housing. I worked from the inside (towards the grille) out. I used a fresh box cutter blade to make an initial cut between the two surfaces before working my way around the housing with a sharp, 90° curved pick before using a variety of small prybars and trim tools to free the housing. Keep the oven on, you might need a few passes at this. This can take a few hours. Reward yourself by taking a box cutter to all of the old butyl. This can also take too long. Don't worry if the plastic housing deforms: You can re-mold it into place with a heat gun when re-sealing the unit.

STEP 2: Now comes the easy part. Four torx screws hold the old projector in. Throw it in the trash once you gawk at how cloudy the lens and hazy the projector bowl became.



STEP 3: Time to put on gloves: the hard part comes now. The Morimoto projector is larger than the Valeo, so you will need to dremel away significant chunks of the plastic frame it bolts into. Guess and check will be your friend, but here's a rough visualization of where you need to cut. You may also elect to shave parts of the Morimoto's bezel. You will definitely need to drill



new mounting holes in the Morimoto's bezel. The passenger side headlight will require you to drill a hole in the plastic frame to route the wires going to the projector high beam shutter motor. When you're done, the Morimoto unit should sit flush



against the original mounting area without shimming. Be sure the top of the new unit is aligned flush to the top of the black plastic mounting frame.

STEP 4: The end is near (well, maybe)! Remember to sock in your D1S bulb, clock the projector correctly (shutter solenoid = bottom), and find at least two mounting points. Don't touch the projector bowl or lens! Optionally, you can dremel the tabs off of the black projector lens bezel from the Valeo unit and refit it to the Morimoto using small nuts and/or washers as shims. See the pictures I provided here. You should have no fewer than 3 attachment points between the Morimoto projector and the black plastic bezel inside the headlight casing.

STEP 5: Attach the black unlabeled wires from the solenoid shutter motor to the harness plug from the original Valeo unit. It's fine to just jam the spades into the connector, just be sure they're covered and won't short against each other or against the bulb housing. FYI, you may have to swap these two wires around within the plug if your high beam shutter doesn't keep the solenoid open when actuated.

STEP 6: You've probably accumulated a lot of plastic dust and butyl shavings at your workspace at this point. You **MUST** clean out the inside of the headlight unit. I also recommend cleaning the inside of the lens. I used compressed air, inspected the projector bowls and lenses, and then carried on by reinstalling bulbs and ballast.

STEP 7: Almost there. I'd recommend taping the lens to the housing and taking it out to the car to be sure you have light output and didn't screw anything up (yet!). Then, apply a good bead of butyl in the channel where the lens meets the housing, and use your heat gun to soften the material enough to mate the two until the catches on the housing snap with the tabs on the lens.

OPTIONAL: Your 9-5 can accept an H7 bulb into the inner projector (which by now you probably noticed isn't used in the US) for flash-to-pass and high beam operation.

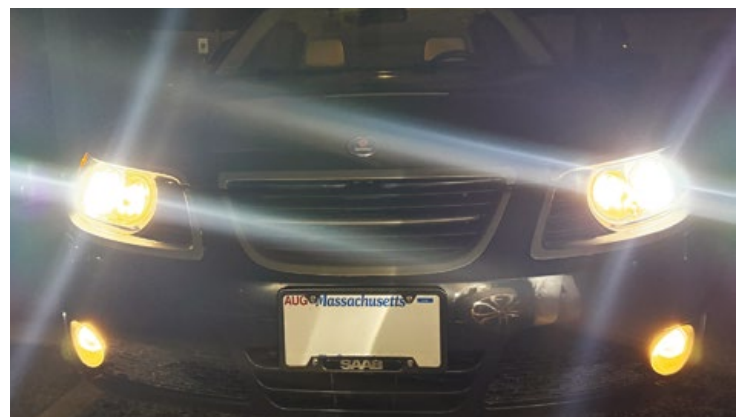


While Saab didn't provide wiring for a connector (thanks, DOT regulations... PS, all of this is for off road use only), they kept the projector. Why? I dunno... They went bankrupt, didn't they? Stick a bulb in, get a connector and wiring off of Amazon, and push the main headlight connector into the housing. You can finagle it out of the bulb access hole and examine the oval part of the plug to find pins 1 and 2. Pin 1 grounds the headlight unit, pin 2 provides switched power to the high beam shutter solenoid — and now to your H7 bulb, as well.

Wiring this in requires a steady hand. Snip both wires close to the junction in the ground wire (from pin 1) and peel back the insulation. You will want a soldering station with rigid holders for this soldering job. You will now make 2 junctions with these two wires and the H7 connector wires. Shrink wrap them after for longevity. You could use Scotch Locks and nothing bad would likely happen, but...

Okay, now test it in the car. Everything working? Yes? Congratulations! You get to do it again.

Seriously, though, once the aim was dialed in (check SaabWISOnline for the procedure), everything was cleaned up, and the front end reassembled, the rejuvenation was worth it. Would I do it again? Hell no. But was it worth it? Yep. Thanks for coming to my **TED Talk** (and thanks to Christopher Rodriguez for commiserating alongside). 🇺🇸



SAVED FROM THE CRUSHER:



A Sob Story Becomes a SAAB Story *BY BOB RUDER*

Readers of **9s** may recall two articles I wrote chronicling the revival of a C900 hatchback I acquired from a Saab enthusiast in North Carolina. The previous owner had included a 1987 C900 convertible in the deal to prevent it from going to the crusher.

The Red C900 arrived at the repair shop in Lancaster County, PA, on the same trailer as the hatchback. It was pushed off the hauler's trailer and sat forlorn in the mechanic's lot. Despite its soft tires, dirty interior, and top in the down position, it was not beyond rescue.

The Red Car, as it has come to be known, sat patiently in the mechanic's back lot while all Saab energy and finances were funneled into making the hatchback roadworthy. The restoration process for the hatch took over 20 months, but the end result was a beautifully renewed and fully functional vehicle.

When the hatch was completed and the mechanic paid, the Red Car was towed to my home garage, where its future would be decided. A close inspection revealed that this low-mileage, rust-free beauty had simply been neglected. Years of sitting with its top down in the previous owner's garage had allowed dust, dirt, and even mice nests to accumulate.

After many sleepless nights, a master plan was devised to bring the Red Car back to running condition with safety

in mind. Figuring out how to accomplish all—or even part—of the plan proved to be a challenge.

As luck would have it, a new neighbor, who was pre-retirement, owned a body shop specializing in Saab and other European car restorations generously offered his expertise. With a new battery installed, the gas tank bypassed, and fresh gasoline introduced directly into the fuel system, the Red Car breathed life and emitted exhaust for the first time in years.

Dropping the gas tank and installing a new fuel pump were beyond my skill level, so the car went to a Saab specialist in central PA. Returning home a few weeks later, the Red Car was running well. A local garage installed replacement tires, performed a safety check and inspected all belts and hoses. It cleared all hurdles, needing only a replacement muffler and repairs to the backup lights for Pennsylvania state inspection.

After a new windshield was installed and the interior cleaned, I realized having three C900s was one too many. The Red Car was placed on the market through various venues. Any Saab enthusiast knows that interest in C900s often brings tire-kickers, phony inquiries and well-meaning souls who just want to talk Saabs.

Then came an email from Patrick that seemed genuine from the start. Having searched for a 1987 C900 convertible

for years, my car was exactly what this U.S. Navy veteran was looking for. His goal was to have a project that he and his newborn son could share over the years. Patrick had the skills to address the Red Car's needs, and his neighbor was also a Saab enthusiast.

The Red Car was trailered to Virginia on a wintry December day, starting a new lease on life. I was thrilled that it would not meet the crusher and even happier knowing that Patrick and his son would share a common interest that would last a lifetime—and endure countless Saab-related challenges.

The takeaway from this Saab tale is what all Saab owners know: these quirky cars will always have a following of enthusiasts willing to go the extra mile—or kilometer—to resurrect a once-pristine Swedish machine and return it to its former glory. 🇸🇪

the Red Car was towed to my home garage, where its future would be decided.



**HELPING YOU DISCOVER A NEW ROAD
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A dark green Saab 900 sedan is parked on a paved road next to a field of yellow flowers. The car is shown from a front three-quarter view. The license plate reads '39-93031'. A white graphic of a person's head with a crown is visible on the driver's side window.

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PUSHING THE PLATFORM



MALIKIJAH DUVALL'S ROAD TO **1,000HP**

BY BRET SASSAMAN

For \$250 and a Nintendo Wii, the car was his! Although the car was never roadworthy, his love of Saabs stayed, quickly leading him to another 9000 after high school. His friends, into turbo Civics and Integras at the time, told him his Saab would never be fast. “And honestly... that was it,” said Malikijah. “Those comments started the entire spiral.”

Having worked on his first 9000 in high school with no formal mechanical training, Malikijah set a goal of making his new one fast. He pulled the engine, installed performance parts, and hit

the dyno with tuners. He achieved 400 wheel horsepower, followed by 550+. He quickly discovered the limits of the rest of the platform. In one summer, the 9000 went through three transmissions, destroying them faster than he could rebuild the broken ones. “It also had trouble laying the power down, even with a limited-slip differential installed,” he said. Enter the all-wheel-drive Turbo X.

“When I first got the car, the goal was simple: 700 horsepower, that was it,” he notes. He was well aware that although he was building on a newer car, limits still existed. When the stock motor reached around 600 wheel horsepower, it sent a connecting rod through the side of the block. “No panic,” he tells me, “it was all part of the plan.” His solution was a GM 3.2 V6, commonly found in a Cadillac CTS. With that block, he succeeded in his original goal of a 700-horsepower Turbo X, going from 60 to 130 miles per hour in 4.9 seconds. During a testing pass, the car lifted the head and cracked the block. That’s when his “no replacement for displacement” idea came

How fast can I make this thing? is a question that has likely crossed your mind as a car enthusiast. We’ve all wondered what would happen if our cars had 50, 100, or even double the power they left the factory with. Most of us have rolled up our sleeves and added new filters, regulators, software, intercoolers, turbos, and even engines in the hope of making the car faster. Malikijah Duvall, also known as [@edson_pouchie](#) on YouTube and Instagram, is like most Saab owners in his quest for more power. What sets him apart is how quick and fast his cars are when he’s done. His latest project is a 1,000-wheel-horsepower Turbo X that he built in his garage.

Malikijah got into Saabs out of necessity when it was time to buy his first car. “I really wanted a Honda like all my friends had,” he said. Like many first-car purchases, the limiting factor was price. While browsing Craigslist, he found a Saab 9000 that was solid but needed a clutch.



into play. “If I stepped up to a larger engine with better head flow, I wouldn’t need to lean on boost as hard to make the same power.” A 3.6-liter block sourced from a newer CTS was the answer.

9s asked Malikijah if he had any advice for Saab owners working on builds with unconventional engine swaps, specifically focusing on components at this power level. Right away, he mentions an essential point: “There are some places you can cut corners—but fueling is not one of them.” He’s made the mistake of using new re-capped injectors, and it cost him big time. They were inconsistent right off the bat, and “that inconsistency turned into misfires, and those misfires turned into real damage, including spun bearings. It got bad.” He’s learned that a new part may not always be a good part.

At the end of 2025, Malikijah and his Turbo X returned to the dyno. After three different engine blocks, hundreds of parts, and weeks spent building and testing the car, it registered 990 wheel horsepower in dramatic fashion, rising and twisting as if attempting to shear its own frame off.

If you tune into Malikijah’s YouTube channel, you know that as soon as one goal is accomplished, another appears. At the time of writing, he is attempting to reset the fastest quarter-mile record for a Saab. When asked if he had a message for the general car community (in a statement that harks back to his first 9000), Malikijah says: “Very simple! BE DIFFERENT!”

You can stay up to date with Malikijah’s builds on YouTube and Instagram [@edson-pouchie](#). 

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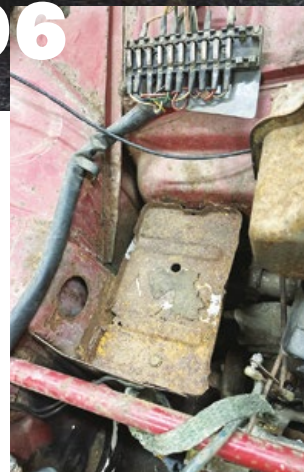




FABRICATING A BATTERY TRAY FOR A 95/96

BY BRIAN STAUSS

As I get closer to firing up my 1965 Saab 96 after its 35-year slumber in the Oregon mountains, I realized it was time to address the battery tray. Like many vintage cars, the original tray hadn't completely disintegrated—but it had become a crusty, thin, fragile piece of metal that might struggle to support a couple of flashlight batteries.



Since the car isn't drivable yet, transporting it somewhere for on-site fabrication wasn't an option. And while I admire those who weld, I'm not one of them—I don't own a welder, and I don't particularly need to. So I did the next most logical thing: I searched Amazon and found this tray.



There were plenty of universal battery trays available, but I needed something that could be modified to fit the tight dimensions and unique space under the hood. I found one with a 7.5-inch depth—exactly what I needed—and a width just under an inch longer than required.

My original plan was ambitious: cut it apart with a hacksaw, shorten the width, bolt it back together with brackets, and bend the rear edge to match the angle of the inner fender wall. That idea quickly faded once I appreciated the thickness of the steel—and my lack of enthusiasm for that much cutting and reshaping.



So, off to a local welding shop it went.

I asked them to trim the left side, shorten the overall length to precisely 10.25 inches, weld the side back on, angle the rear to 10 degrees, and add a few spot welds at the corners to minimize flex. The result? Ready the next day, and exactly as ordered.

The finished tray fits perfectly over the original mounting area. The 10-degree angle lines up beautifully with the sloped fender-wall brace, and I'll secure the right side to the firewall as well. The old tray won't be supporting any weight—it's simply serving as a locator at this point.

The battery hold down works as it should, but is a bit too long. A quick trim and a newly drilled hole for the rod will take care of that.

Total investment: \$32 for the tray from Amazon and \$100 to the welder—for a grand total of \$132. Not bad for a clean, solid solution that should outlast the next 35 years.

One more small step toward hearing my Saab come back to life. 🇺🇸



Reprinted from the Feb/Mar
1991 issue of "NINES", the
predecessor to "9s"



Delving into SAAB Club history

In researching material for the SAAB Club of the National Capital Area's (SCNCA) thirty-something anniversary of its founding on March 10, I dug into the archives for historical items which could tell the present generation of SCNCA members something about the past glory of their club.

The snippets about the past recently run in *Smoke Signals*, the club's newsletter, show how the skein of SCNCA history has been intertwined with those of the different national SAAB clubs, through their newsletters.

It is not generally remembered the first SAAB Club of America was centered in the Harrisburg, Pennsylvania area, which is understandable when one realizes the SAAB Club of Harrisburg was one of the earliest, largest, and most active clubs in the country. Its incorporation papers are dated in early 1959. In (1960, among the new members signed up: "Mr. & Mrs. Robert J. Sinclair from Fanwood, NJ. Bob is Regional Sales Manager at SAAB Motors.")

The *Fourth Cylinder*, the SAAB Club of America's newsletter, was published not much before the May 1964 copy in the SCNCA file. That *Fourth Cylinder* was mailed from Dauphin, which is not far from Harrisburg. It featured sports car activities and news of various clubs.

Publication of *The Fourth Cylinder* and the locus of SCA activity shifted to the Washington, D.C. area in November 1964 when Richard Hansell, organizer

of the SAAB Club of the National Capital Area took over as president of the SAAB Club of America and also as editor of *The Fourth Cylinder*. Dick was elected president of SCA at its meeting at the first SAAB Open House at SAAB's headquarters in New Haven, Connecticut in October 1964.

The monthly newsletter under Hansell was booklet size, 6" by 8½", usually 14 pages crammed (by camera reduction) with technical information, tips, automobile lore, news from affiliated clubs, etc., much as *NINES* now does. *The Fourth Cylinder* flourished until the issue of March/April 1970 when it and the first SAAB Club of America disappeared.

We next pick up the story of a national SAAB newsletter in Chicago. In the fall of 1974, Dick Grossman, editor of the SAAB Club of Chicago's bulletin, decided to take it national. He advertised widely in car magazines.

Grossman's feisty, iconoclastic, and sometimes venomous (especially whenever the subject of General Motors came up) sheet quickly (and deservedly) won him a wide readership. He was unaware when I told him in correspondence in 1976 that there had been a predecessor national SAAB Club and sent him copies of *The Fourth Cylinder*.

Unfortunately, Dick had a bad heart, and angina laid him low in August 1980, thus ending his tumultuous editorship. He died in the summer of 1989, still much remembered.

Fortunately for the national SAAB newsletter there was a young fellow in

Duluth, Minnesota, who was qualified to step in without delay to take it over. Jeff Delahorne had migrated north from Washington, D.C., when his wife, Carolanne Curtis, accepted a biochemist research job there. Jeff gave up a staff job on the Council on Economic Quality in D.C. The first transplanted SAAB Club newsletter put out by Delahorne bears the date October 1980.

Before turning his beloved newsletter over to Jeff, Dick Grossman exacted from him the pledge: "... to keep the newsletter a TECHNICAL / INFORMATIONAL publication... without BORAX/ SCHLOCK advertising of exotic oils, furry toys, gadgets, and stereo loudspeakers" (emphasis, Dick's).

In April 1985, Jeff was offered a job with Saab in Orange, Connecticut. He turned the editor's job over to Carolanne (so as to avoid a "conflict of interest" as a Saab employee publishing an independent Saab publication) until a new editor/publisher could be found.

By October, Tim Winker, also of Duluth, had been selected as the successor to the Curtis-Delahorne team. As of January 1986, the SAAB Club newsletter, later to be dubbed *NINES*, was all Tim Winker's. And a fabulous job he has done with it!

Ed Tonat
Editor, *Smoke Signals*
Bethesda MD

A 1972 96 RESURRECTION

BY SCOTT WHINNA



When it comes to breathing life back into a classic Saab, few can match the prowess of Al Huseman. His latest triumph? A 1972 Saab 96 that had been off the road for 26 years. In just one long weekend, Al and I transformed this long-neglected classic into a running, driving, and serviceable gem—a true testament to skill, ingenuity, and a bit of magic only Saab enthusiasts can appreciate.

I purchased this car several years ago from the widow of its original owner, a well-regarded community member whose passing in 2022 was noted by the Space Coast Daily. The car had been bought new in 1972, with the title issued in 1976—likely around the time the original owner had finished paying it off. While I can't ask him about the car, subtle details hint at its past: a Hemlock Society sticker on the windshield tells a quiet story, though we'll leave that as a curious footnote.

Eventually, the car found its way under a carport, likely due to front-end damage. Fast forward to today, and the 96 has been restored to its former glory. The interior is remarkably preserved, the floorboards are about 90% intact, and the body lines are crisp and even—a rare sight for a Florida car. Unlike many rust-prone vehicles, this Saab benefited from Florida's unique climate and a heavy coating of yellow hard oil for rust protection. On Merritt Island, cars tend to rust top-down near the ocean, and this one has survived remarkably well.

A WEEKEND TO REMEMBER!

Some notable highlights:

- Freewheel function fully operational
- Original air-conditioning system intact
- Parking brake works flawlessly
- Passenger door opens like a dream—all body lines perfectly aligned
- All lights, fuses, and clutch fully functional

Rebuilding the 96 was a mix of ingenuity and elbow grease.

As Al Huseman recalls, “It was a good whack to the side, given that we had to cut the door off. I’m no body man, so it’s pretty damn cool that it was all resolved in under a day, and pretty damn lucky it came out as well as it did. And mostly using tools ill-suited to the purpose. The rest of the time was spent undoing the damage from sitting so long. Complete hydraulic rebuild from the master to the wheels, dealing with a rusty, leaky fuel tank and a host of other things that have become a blur to me. Exhausting but very cool endeavor. I’d like to think the old guy is somewhere smiling right now. His baby is back.”

Using a combination of vintage parts, rebuild kits, and a 1971 parts car, the team cobbled together a brake system and restored the car with almost no preparation—less than a week’s notice. That mix of skill, improvisation, and determination is exactly what makes Al Huseman a legend in the Saab community.

This car is a shining example of patience, craftsmanship, and love for the marque. For anyone compiling a “best of” reel, this 1972 96 deserves top billing. Its story isn’t just about metal and oil—it’s about preserving a piece of Saab history, one weekend at a time. 🇸🇪



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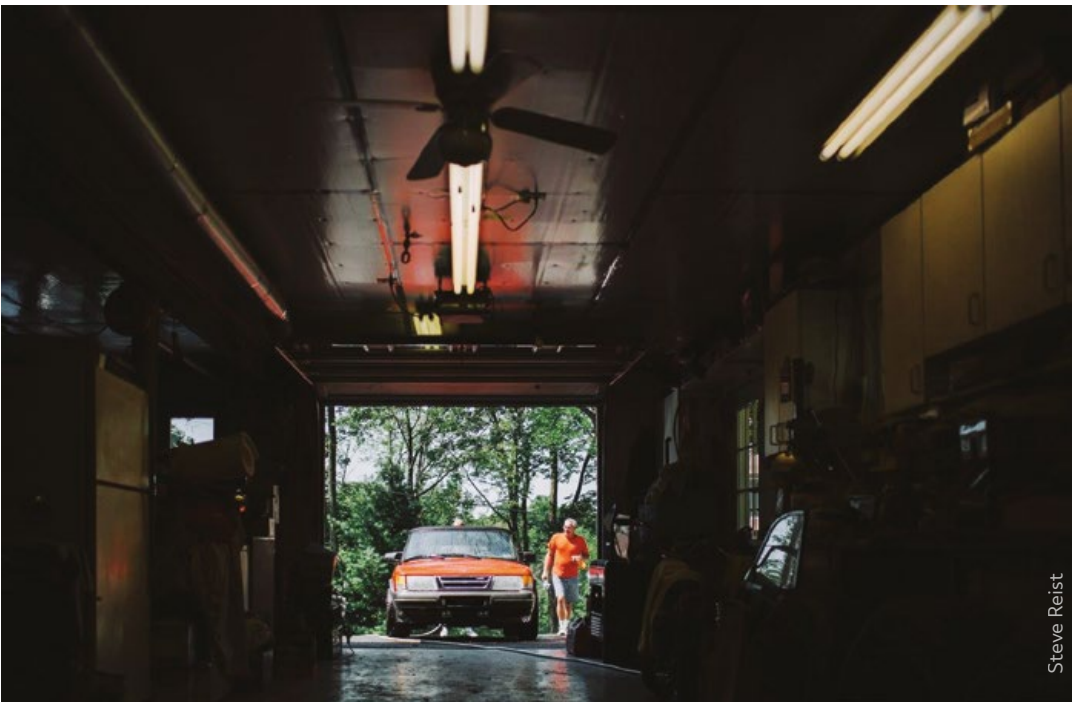
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The Overview Effect

Astronauts often return to earth wholly transformed. Seeing the Earth from space exponentially increases appreciation and perception of beauty, causing an unexpected and even overwhelming emotion, and an increased sense of connection to other people and the Earth as a whole.

Saab owners return from SOC equally transformed. Seeing your Saab on the Showfield increases your appreciation and perception of beauty. The overwhelming emotion of getting an endless stream of compliments, actual Saab questions and engaging in meaningful conversation about your vehicle with those that love them most, is transcendent. This shift in perspective comes with a camaraderie and realization that – ubiquitous to being human – the love of Saabs knows no borders or boundaries and we are only limited by our own perspective.

Defy gravity on Track Day.

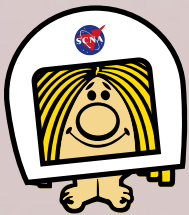
Be awestruck at the Awards Ceremony.

Find solace, comfort and camaraderie on the Showfield (sunscreen recommended).

Rekindle your boundless love and appreciation of the Saab brand.

The SOC Effect.

Start your countdown at Saabclub.com





SOC43

For all Saabkind.

US Space + Rocket Center
Huntsville, Alabama
July 15 - 19, 2026



A NEW PERSPECTIVE:



THE OVERVIEW EFFECT

BY SHELLY BAXTER
SCNA PRESIDENT

There is something fitting about gathering Saab owners at the U.S. Space & Rocket Center in Huntsville.

This year, SOC43 invites us to experience what astronauts call The Overview Effect — that profound shift in perspective that happens when one sees Earth from space. Astronauts often return home transformed. Seeing our planet from orbit deepens appreciation, sharpens perception of beauty, and strengthens the sense of connection to something larger than oneself.

If you have ever attended a Saab Owners Convention, you may recognize a similar phenomenon.

All year long, we tend our cars in relative solitude. We hunt for parts. We solve engineering puzzles on garage floors. We explain — again — why we love a brand that hasn't produced a new car in years. We connect in small pockets and online spaces. But at SOC, something changes.

Suddenly, you are no longer alone.

Seeing your Saab lined up on the Showfield — surrounded by decades of innovation, turbocharged audacity, and unmistakable Scandinavian design — shifts your perspective. Compliments flow freely. Conversations go deeper than “nice car.” Technical debates unfold with enthusiasm. Stories are shared. Friendships are renewed. New ones begin.

The appreciation grows. The connection strengthens.

That is the SOC Effect.

Registration Is Open

Event registration for SOC43 is now open, and with it comes an important reminder: the host hotel rooms tend to fill quickly.

Staying within the official room block ensures you are at the heart of the experience — just steps from the Showfield and the incredible backdrop of the U.S. Space & Rocket Center. There is something special about walking out your door and being immersed immediately in both Saab history and the history of American space exploration. You do not want to be “down the road” when everything is happening right here.

If you have not yet reserved your room at the **Huntsville Marriott at the Space & Rocket Center**, now is the time. Be sure your reservation is within the Saab Club room block to secure the group rate and ensure availability for the nights you need. If you encounter any issues with your booking, assistance is just an email away — email president@saabclub.com — we want every Saaber in the right place.

Reserve your hotel room and register for the event by visiting saabclub.com.

And for those who have never attended a Saab Owners Convention — consider this your invitation. SOC is more than an event. It is a recalibration. A reminder. A celebration. A reunion of people who understand exactly why these cars matter.

Defy gravity on Track Day. Be awestruck at the Awards Ceremony. Find solace, sunscreen, and camaraderie on the Showfield.

Especially as more time passes since the final Saab rolled off the line, gathering together becomes more meaningful. The love of Saab knows no borders or boundaries. It persists in garages, on highways, and most powerfully — in community.

SOC43: For all Saabkind. We look forward to seeing you in Huntsville. 🍷

SOC43: EVENT AT-A-GLANCE

Wed, July 15: Track Day

Talladega Gran Prix @ Talladega Raceway, Lincoln, AL
The racers - amateur and professional - test their skills and learn more. NOTE: Additional fee for track day. Cars must pass tech inspection. Bring your own helmet.

All Day: Parade laps, track day

Thu, July 16: Convention Day 1

Huntsville Marriott at the Space & Rocket Center

Get your bearings. Mingle, prep cars, and nosh. Relaxed environment.

Morning: Car wash, local drives, breakfast

Afternoon: Registration, mingling

Evening: Cocktails, Sponsor Dinner

Fri, July 17: Convention Day 2

Huntsville Marriott at the Space & Rocket Center

The festivities take off. Full day of Saabinars, meals, and showfield events. Keynote dinner presentation.

Morning: Car wash, local drives, breakfast, registration

Afternoon: Registration, mingling, Vendors' Row, family event(s), Saabinars*

Evening: Cocktails, Welcome Dinner

Sat, July 18: Convention Day 3

Huntsville Marriott at the Space & Rocket Center

THE BIG DAY. Showfield judging, Saabinars, meals, group photos, ridealongs. Dinner is our flagship event.

Morning: Car wash, breakfast, showfield parking & judging, registration

Afternoon: Registration, mingling, showfield judging, Top Wrench Contest, Saabinars*, group photos, SCNA & VSCNA general meetings, vintage ridealongs

Evening: Cocktails, Awards Banquet

Sun, July 19: Convention Departure

Nurse the aftermath of Saturday evening and check your fluids – pack up & leave by noon.

Morning: Parts auction (subject to change), departure

***Saabinar topics scheduled (subject to change):**

3D printing & manufacturing, Local Club Roundtable, Tuner Roundtable, State of Parts by Hedin, C900 gearbox rebuilding, vintage tuning & maintenance



TRACK DAY 2026 LITTLE TALLY AWAITS!

Track Day is your chance to legally push your Saab — and yourself — to the limit.

For 2026, we have secured Talladega Gran Prix Raceway in Munford, Alabama. This is not the Super Speedway where the NASCAR crowd runs at 200 mph, nor the track where Saab set World Speed Records in 1986 and again in 1996. Instead, we'll be tackling a smaller, technical road course affectionately known as "Little Tally."

At 1.4 miles in length, Little Tally features several tight turns that will keep drivers fully engaged. It's a course that rewards focus, smooth inputs, and confidence — the perfect environment to explore what your Saab can really do.

TGPR is located approximately two and a half hours south of SOC headquarters in Huntsville. As of this writing, the Track Day entry fee has not yet been finalized, but expect it to be less than the cost of a typical day at a high performance driving school.

Mark your calendars for Wednesday, July 15, and begin preparing your Saab for the rigors of spirited driving. Be sure your car is in proper mechanical condition, and don't

forget to secure a Snell-approved helmet.

To help participants prepare, Gary Lewis of Moose Proof Automotive has generously offered to perform pre-event safety inspections for \$100 at his shop on Monday and Tuesday, July 13-14 — before Track Day. To schedule an inspection, email glsaab123@gmail.com or call 615-636-6684 to reserve your spot.

Talladega Super Speedway is a mere 20 minutes away from TGPR. The International Motorsports Hall of Fame Museum there is worth a visit. The two Saabs mentioned earlier that were a part of record-setting attempts are featured in the museum: a 9000 Turbo from the 1986 Long Run and a NG900 from the 1996 Saab 900 Talladega Challenge.

Additional Track Day details are still being finalized. Track Day registration is available as an optional add-on when registering to attend SOC43.

Start prepping now — we'll see you at Little Tally! 🇸🇪



SOC43

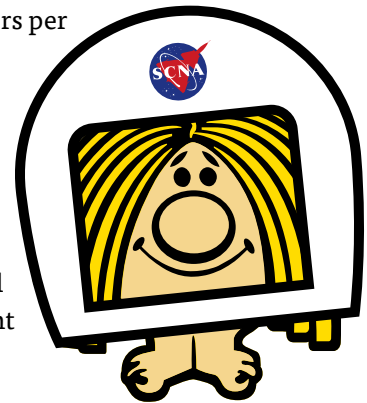
For all Saabkind.

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! As an important part of the SOC team, you will be provided with pre-SOC training and some exciting benefits. The minimum time commitment we ask is two shifts (2 hours per shift, 4 hours total) during the convention.

Mission Statement

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



Program Goals

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

General Responsibilities of all Volunteers

A volunteer interest form will need to be completed to be an eligible participant in the program. Prior to SOC, volunteers will be scheduled for training with a volunteer coordinator. During the convention, volunteers are expected to arrive for their shifts on time and fulfill the assigned time frame and duties.

In recognition of volunteers' valued assistance, volunteers will receive exciting benefits, potentially including SCNA discounts, event passes, lunch, volunteer-only previews, and other perks.

Your SCNA board is excited about this program and looks forward to an exciting 43rd SOC — for all Saabkind! Are you ready for the ride? Sign up! Please email us with your interest at volunteer@saabclub.com.



SAVING A RUSTED 9-5 AERO

BY ANDRE NOWROUZI

One of the kids loved the car so much that he actually wrote a song about it — and it's a very good song. The family was very attached to this car. Tears filled their eyes as I loaded it onto my trailer to take it away. It felt like I was taking away part of their family. But it was for the best — financially for them, and to save this special Saab.

Once I got the car on the trailer, I was able to look at the underside, and it did not match the rest of the car. This was one of the rustiest Saabs I had ever seen. The New York salt had eaten this Saab alive — but I wasn't going to let it die.

I rented a shop space for the winter and started digging into the car heavily. I removed the entire interior, including the headliner. I replaced some of the rusty body parts such as the front doors, fenders, and rear hatch (I installed a '99-'01 hatch), as well as the taillights. With slight modifications, you can run the '04/'05 Aero rear bumper with that setup.

After replacing the panels that could be replaced, I got to the bottom of all the rust. I used a wire wheel attachment on a grinder and wire-wheeled the entire underside of the car, especially the rear. Both rear wheel wells were missing significant structure. The front bumper core support had holes big enough to fit my hand through. The aluminum rear bumper support was corroded away — basically nonexistent — and both rear quarter panels were completely rotted out.

After evaluating the damage, I started cutting the quarter panels. I found a 9-5 sedan at a local junkyard and cut both quarter panels out to use as patch panels. I carefully cut out the bad sections on the wagon and traced them onto the sedan panels. Then I prepped all the surfaces down to bare metal so they would be ready to weld.

Before welding, I used POR-15 rust preventative, let it cure, and then carefully welded the panels on. I placed tacks slowly and used enough heat to get good penetration, but not so much that I burned through or warped the panel.

Hello, here is my story about restoring my Saab 9-5 Aero. I bought the car back in October 2025 for \$500 from the original owner — and what a story this car has. It's been across the United States from California to New York. This car deserved another chance at life.

It's a real 2004 9-5 Aero wagon with a factory manual transmission. This was the exact car the previous owner had been searching for. It even came with Saab Flight Academy paperwork, which was a very special and unique program Saab offered for Aeros and Viggens.

The car was originally bought in California and lived there until the family moved to New York in 2012. It was equipped with a hitch and towed a trailer across the entire country. This was their family car. The owner's wife was pregnant with their first child when they bought it, and both of their kids were raised in this car and even learned to drive in it.



After that section was done, I had to build the dogleg structure behind the side skirts from scratch. Unfortunately, most used patch panels will need dogleg repair unless they come from the South. It's important to get a donor panel with a good wheel arch because that shape is very complex to recreate from scratch.

The rear section near the bumper and taillight area was also bad, so I followed the same process. The challenge was that the sedan's lower section is about an inch longer than the wagon's. I had to shorten it to fit, which was tricky, but definitely possible with patience.

Once both outer quarter panels were seamless, it was time to tackle the inner wheel wells. Everything there was made from scratch. I made templates after cutting out the rust, transferred them to sheet metal, and tack-welded them in. After that, I seam-sealed everything, coated it with POR-15, and finally sprayed it with Fluid Film.

It took a lot of work and dedication to save this Saab. I spent nearly 150 hours in the shop just repairing the chassis — not including the mechanical or cosmetic work. I learned a lot about 9-5s, how they're built, and where their weaknesses are.

All of the rust this car had is common on aging 9-5s, especially in the Northeast or on cars that are daily driven year-round. But this build shows that any Saab can be saved, no matter how rough it is. If it makes sense to you — fix it.

I've done rust repair on a handful of my other Saabs, but none this involved. This car had too good of a story to let it die. It's a very rewarding feeling knowing it would have been scrapped if it weren't for my love and dedication.

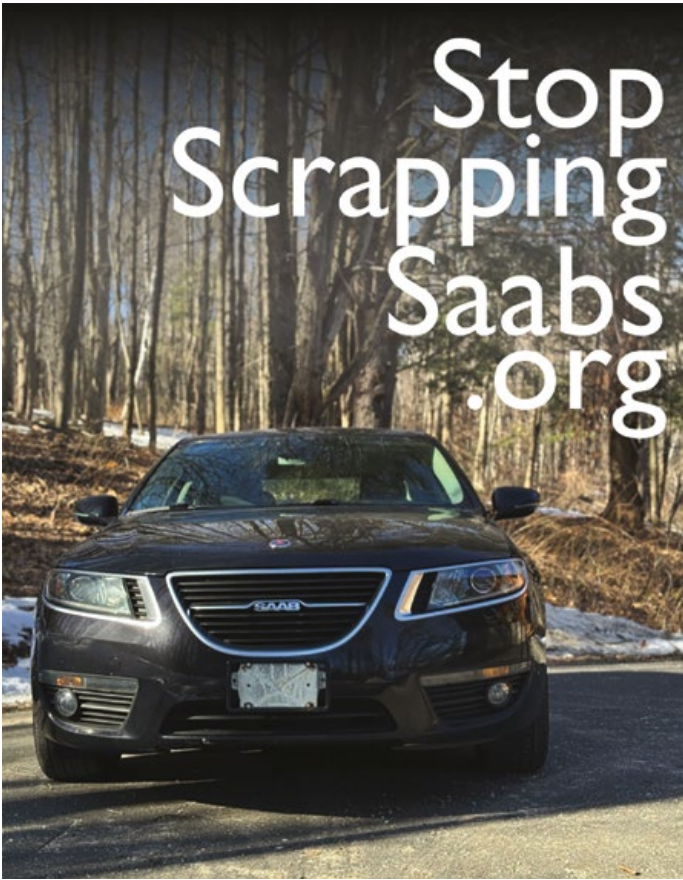
Hopefully this motivates you to save a rusty Saab, too. 🇸🇪

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STOP SCRAPPING SAABS: START FIXING THEM

It's 2026. Fifteen years since Saabs last rolled off the line for North America. So parts must be gone and nobody services these cars anymore... right? **Wrong.**

Too many great cars are getting junked over fixable issues: ECUs, driveshafts, head gaskets, electrical gremlins, the lot. So we built **StopScrappingSaabs.org**, a curated directory of 100+ parts sources and an SCNA-verified map of 250+ Saab-friendly shops across the continent. This site is hosted by the Saab Club of North America. A special thanks to Jim Hickstein for gathering content to begin this site.

Looking for an NG9-5 taillight repair kit? A rebuilt C900 gearbox? XWD subframe? Fresh 2-stroke pistons? A 9-4X center console? A 99 Airflow kit? A set of Hirsch wheels? These are all parts we tracked down at the sources we linked.

Tell a friend: Support Saab businesses and save a Saab. Visit **StopScrappingSaabs.org** 🇺🇸

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- RMD's - Required Minimum Distributions - Tax Deductible Donations
- Become a Volunteer!

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

Seven-year-old Summer Jachimski proudly shows off a 1,000-piece puzzle of her mom's beloved Saab 900—a gift her dad custom-made for their Saab family.

Have a special Saab moment of your own? Share your photos and stories with 9s Saab magazine and let's celebrate the passion together! Send them to nineseditor@saabclub.com.



11TH ANNUAL ENDLESS MOUNTAINS VINTAGE SAAB JAMBOREE

Friday–Saturday, June 5–6, 2026

Hosted by Don Snedeker • 58 Snedeker Rd, Clifford, PA 18470

The 11th Annual Endless Mountains Vintage SAAB Jamboree is sponsored by and held on Don Snedeker's property near Clifford, Pennsylvania, at 58 Snedeker Rd, Clifford, PA 18470. This year's Jamboree will take place Friday, June 5 through Saturday, June 6, 2026.

It is one of the largest — and possibly the largest — vintage Saab gatherings in the United States. Attendees are primarily from the Northeastern U.S., but past participants have traveled from California, Kansas, Michigan, Ohio, New York, Virginia, Maryland, Connecticut, Maine, Florida, Canada, and beyond.

Historically, approximately 50 vintage Saabs have been registered for the event, including both gas and two-stroke models such as: 92, 93, 95, 96, 97 (Sonett), 99 and 900.

Vehicles are presented in various stages of development, restoration, and originality.

The official Jamboree car count does not include newer Saabs used for transportation that are not registered in the show, so the total number of Saabs on-site is considerably higher.

Hotel accommodations are available within a reasonable distance of the event. On-site camping is also permitted for tents, cars, RVs, and trailers.

FRIDAY ACTIVITIES

- Afternoon drive-about
- Informal group dinner at *Bingham's Family Restaurant*
- Convoy-style departure
- Homemade food and great conversation

As always, discussions include restorations, parts sourcing, wrenching, vehicle availability, and other Saab-related topics.

SATURDAY HIGHLIGHTS

- Local food trucks on-site
- Scheduled and spontaneous tech sessions
- Saab parts sales permitted

SATURDAY MORNING FEATURES ATTENDEE VOTING IN THE FOLLOWING CATEGORIES:

- People's Choice
- Best in Show
- Diamond in the Rough
- Most Original
- Most Modified
- Honorable Mention – Longest Distance Traveled

Awards are presented Saturday afternoon. Following the awards ceremony, a live auction of donated Saab-related items is held to help defray Jamboree costs for the Snedekers, the event sponsors.

The Endless Mountains Vintage SAAB Jamboree is a welcoming gathering of Saab enthusiasts, offering camaraderie, technical knowledge, shared history, and support for preserving the Saab legacy. 🇺🇸

For additional information, please email: endlessmountainsvintagesaab@gmail.com



CALL FOR SCNA BOARD NOMINATIONS

Beginning on January 1, 2026, SCNA Club members in good standing may nominate any current member, including themselves, for a Board position using the nomination form available for download or printing at saabclub.com. Nominations should be emailed to christopher.stearns@saabclub.com or mailed to the address below and must be received no later than May 17, 2026.

Voting will be either by mail or in person. In-person voting will be held during the SCNA Annual Meeting at the Saab Owners Convention (SOC) on Friday, July 17, 2026 in Huntsville, Alabama. Voting at SOC will be by secret ballot distributed to all members in attendance. If you are not attending SOC and wish to vote by mail, you may do so using the ballot which will be mailed or emailed to you and which you **must postmark by July 1, 2026**.

All SCNA members in good standing are eligible to vote.

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

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Steve Boshart



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SAAB WIS Online

Workshop Information System

Saab WIS is an online version of an application used by dealers and independent shops to diagnose issues and make repairs. SCNA makes this free resource available to the entire Saab community. We hope this information will help keep your Saab running for many more years. To use this online workshop information system, visit v2.saabwisonline.com

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A NEW YEAR AMONG CLASSICS:

CPSC CELEBRATES IN HERSHEY
BY AMI REIST JACHIMSKI

The Central Penn Saab Club (CPSC) welcomed the New Year with an enjoyable evening at the AACA Museum (Antique Automobile Club of American Museum, also known as America's Transportation Museum), located just outside of Hershey, Pennsylvania, on January 17, 2026.

The dinner marked the club's largest turnout in more than 20 years, with attendees traveling from Pennsylvania, Delaware, New Jersey, Maryland, and Virginia.



Guests were treated to a behind-the-scenes tour of the museum's 15,000-square-foot garage, a pristine space housing more than 70 vintage vehicles and automotive memorabilia, thoughtfully arranged to preserve the legacy of automotive history. Following the garage tour, guests were ushered into the Williams-Clyne Gallery to view the Saab vehicles currently on display. Hors d'oeuvres and beverages were then enjoyed during a self-guided tour of the museum. Dinner and dessert were later served in the rotunda overlooking the museum's main lobby.

CPSC Vice President, Joshua Lincoln, welcomed fellow Saab enthusiasts with opening remarks, encouraging members to attend Carlisle Import & Performance Nationals in May, introducing the club's newly installed officers and directors, and thanking everyone for joining in the evening's celebration. Several members of the Saab Club of North America were also in attendance.

The event provided a memorable opportunity to celebrate the holiday season together in a unique automotive setting alongside like-minded members of the Saab community. 🇺🇸



Saabs @ Lime Rock - FCP Euro Meet

Sunday, May 3, 2026
Lime Rock Park, Lateville, CT
Hosted by **FCP Euro**

SAABs@Carlisle

Friday-Saturday, May 15-16, 2026
Carlisle Fairgrounds, Carlisle, PA
Hosted by Central Penn Saab Club, **Centralpennsaabclub.com** & **CarlisleEvents.com**

11th Annual Endless Mountains Vintage Saab Jamboree

Friday-Saturday, June 5-6, 2026
58 Snedeker Rd, Clifford, PA 18470
Hosted by Don Snedeker

43rd Annual Saab Owners Convention (SOC43)

Wednesday-Sunday, July 15-19, 2026
Huntsville Marriott at the Space & Rocket Center, Huntsville, AL
Hosted by SCNA, Moose Proof Automotive, & the Saab Club of Atlanta
Saabclub.com
Mooseproofautomotive.com
facebook.com/groups/saabclubofatlanta

1st Annual Fall Virginia Meet & Greet

Sunday August 2, 2026
Blue Ridge School, St. George, VA
Hosted by Saab Club Virginia and Saabklubben VA
facebook.com/groups/VirginiaSaabs

INTSAAB 2026

Friday-Sunday August 7-9
Stockholm-Bro Park, Stockholm, Sweden
Hosted by Svenska Saabklubben
Saabklubben.se Intsaab2026.com

Eurofest Maggie Valley

Thursday-Saturday August 13-15, 2026
Maggie Valley, NC
Hosted by the Carolina Saab Club and the Saab Club of North America
Southeasteuromotorsports.com
Facebook.com/groups/CarolinaSaabClub

Eurofest at the Farm

Sunday, September 20, 2026
Farmington Dragway, Mocksville, NC
Hosted by Southeast Euro Motorsports & The Carolina Saab Club
facebook.com/groups/CarolinaSaabClub
southeasteuromotorsports.com

Send future event info to nineseditor@saabclub.com
Deadline for the next issue is May 15, 2026



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