

Nines

The Saab Club of North America Magazine



JANUARY/FEBRUARY 2017 #345

Saab Owner's Convention

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Editor's Notes:

A blip of news to sustain you during the long winter - there was an unconfirmed report that Saab (the electronics company, not Nevs the holder of the Saab Automobile assets) was rumored to want to enter the self-driving car business.

I saw only one report on this, so I cannot speak to the veracity of the information, but it might mean that the Saab company might be backing into the automotive marketplace. That is not to say that Saab would be making cars again. Nevs seems poised to do that. Perhaps Saab's electronics arm would be used within an autonomic car. Perhaps not. You never know!

The amazing cover photograph comes to us courtesy of Tom Donney, who once again ran his Sonett at the Salt Flats of Bonneville (see page 14.)

A number of the SCNA Board members also dropped in on Tom recently. See the story on the Saab museum in middle America on page 10.

Here's hoping we all can keep the salt from the undersides of our beloved Saabs this winter, and emerge intact in the spring with a renewed sense of optimism and purpose. One can only hope!

Letters



Hey All!

Just a quick word about a topic close to my heart, that is Resistors. I purchased my 2002 Saab 9-3 in Chicago (go Cubs) about 2 years ago with 65,000 miles. A nice find. I have been able to fix or have fixed everything now, so far. I have had a couple of issues with this car that may help the DIY guy or wannabe and wanted to get the word out for those with these issues.

Upon purchase, it failed to start when partially warmed, as in driving one mile to the gas station, then no noise or nuttin' upon key turn. Turned out to be the Neutral Safety Switch. Wears out on any car but the heat of the turbo engine may make it die

sooner on Saab. Various web sites helped me narrow this down, and most Saab enthusiasts may already know about this. The previous owner may have unloaded it due to this issue! I didn't want to do that!

I thought I had figured it all out and the Saab would see me 15 more years into retirement.... But, alas, another issue. Serious Overheating...It has let me down only this once now (as in needed to be towed). Pep Boys was closest: ok, change alternator, battery, thermostat, and coolant. Fine for a week, then chime warning and no dash or SID info. AWG! Scour the net. Ah-hah - Single radiator fan, two speeds, and alas, a Resistor gone bad.

Hats off to SaabTech Chicago who switched out fan, shroud, motor, and resistor unit with a rebuilt one they made. The process for a rebuilt can be seen on SaabWiki-Fan Resistor Replacement, for anyone with more skill than me. Difficult to find a new unit but I think Europarts now has them.

Tale of two problems, solved. This car can be a mystery but I am enjoying the road. Thank you and Thank you again for the fixes and the info share from different sources.

Dennis Jones
Elmwood Park, IL

PS. Kudos also to my dear Dad who suggested Duct Tape for the forward rusting section of the rear wheel arches. Works on a silver one, anyway!



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Oops!

I noticed I wasn't mentioned or shown in the winners section. I remember during the dinner there is being no picture of my car. Maybe that was the issue or maybe it'll be in the next issue. 90% of the work on this car was done by myself. I'm quite proud of it.

My wife was entertaining ideas on how I could make it to California for next yeara good sign because we live in Chicago.

Scott Winna
Chicago, IL



Eds's note: Scott Winna's car was inadvertently left out of the SOC 2016 winner's gallery. We regret the omission.

Greetings from Alaska!

A fellow Saaber, Vernon Atterberry, is doing mechanical restoration over the winter. Hope to pick it up early spring 2017.

Andrew Hutzell
Eagle River, AK



Letters continues on page 9.



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From the Archives

By Bruce Harbison

*In this issue I will relate an article about Saab Clubs originally appearing in the November/December 2003 issue of NINES # 266 authored by Len Lonnegren, titled **History of the Saab club in North America.***

At the Saab Owners' Convention in Hershey someone asked me a question that made me a bit curious, "when and where did the national Saab club organization actually start?" I know there were Saab clubs way back when, and I do remember attending club meetings and dinners in the 1960s in connection with the annual Open House for all Saab owners, that were held at the head offices in the harbor of New Haven, Connecticut. When I got home it struck me that I also knew where to find an answer to the question.

I should mention that Saab owners events have a fond place in my memory. As long as I worked at Saab I attended most of them, especially the later series which I think began with a meet in Galena, Illinois. After I retired from my job as Director of Corporate Communications for Saab, I have to admit I missed a number of them.

One of the few things I kept when I retired was an almost complete collection of Saab Soundings, the owner magazine that I had the pleasure of writing and editing for most of the time I was employed by Saab. That's where the Saab owner club history was covered pretty well, and where the club's origins were reported.

Saab Soundings was actually started almost as soon as the first Saabs were sold over here in 1956, and was published in one form or another well into the 1990s. Unfortunately, I do not have a copy of the very first issue, which a number of people have been looking for, but I do believe I have all the issues after that, at least until soon after I retired.

The first mention of a Saab club doesn't appear until April 1962, but then it refers to a much earlier Saab Club beginning. The writer reports that the first "chartered" Saab Club was organized in 1958, in Harrisburg, Pennsylvania, and that since that time several others have begun, although none are specifically mentioned. The Harrisburg club, it is reported, devoted its efforts to helping the Children's Home of Central Pennsylvania, and members arranged outings and Christmas parties for all the children at the home. The club raised funds by running gymkhanas, rallies and something called "Suit and

Dress Clubs." The brief article also reported that Saab Motors was formulating plans for a National Saab Club.

A few months later, the next issue reported a Saab Club of America to be introduced in conjunction with the Little LeMans endurance race at Lime Rock, Connecticut, on July 7, 1962; special Saab working was being arranged; a special tent would be set up for Saab Club members; and a number of local Saab clubs had made arrangements to rally to Lime Rock to see the Saabs race. (The Little LeMans endurance races were run at Lime Rock in northwestern Connecticut, for 6 years in the 1950s and 60s, and Saab won the coveted Index of Performance trophy every time.) For interested Saab owners who couldn't make it to Lime Rock, an application for membership in the Saab Club of America was included.

The next Soundings issue, in August, reported that Saab again won the Index of Performance award, as well as first in its class, and that the first Saab Club gathering was a great success. Over 250 Saabs were parked at the racetrack and a large number of owners signed up for club membership. Mail applications, by the way, were to be sent to the Club Secretary, Joan Deavor in Dauphin, Pennsylvania. Special seating and parking was also being arranged for the next endurance race, a 12-hour grind on August 19, 1962, at Marlboro Motor Raceway in Marlboro, Maryland.

The next club mentioned came in January 1963, when it was reported that the Saab Club of Philadelphia was organized in August 1962, and that the National Club at years end had a total of 183 signed-up members, representing 28 states. Activities planned for 1963 included a Pocono weekend in conjunction with the ice races in the Poconos, another quite accessible Saab racing venture, and a national convention in August. Provisions were also made for Saab Club members to participate in a 12-day tour of Sweden organized for American Saab dealers.

Unfortunately there are no further mentions, either of the Club meeting at Marlboro, nor of any participation in the dealer trip to Sweden. I do recall being told that some club members had been on the dealer trip. Instead there was a short paragraph noting that the Saab Club of America would hold a business meeting in connection with the first Saab Owners' Open House at Saab's Connecticut headquarters in October 1963.

The first open house is reported to have attracted some 1000 Saab fans to the New Haven harbor

From the Archives cont'd

facility, all there to meet Erik Carlsson, to learn about service and parts, and to eat some 4000 hot dogs and hamburgers. That's 1000 persons at a time when the total Saab car population in the United States probably hadn't reached much more than 20,000! Today's owner conventions appear to generally draw around 500.

The report on the Open House includes a picture of a special desk for people interested in joining the Saab Club, while later 1963 issues of Saab Soundings promise a regular column on Saab club activities. It was also noted that 75 Saab Club members attended the ice races on Lake Stillwater in the Pennsylvania Pocono Mountains.

The first Soundings for 1964 reported that the Saab Club of America was headed by William Deavor, and that Larry J. Long of Arlington, Virginia, was membership chairman. Addresses and contacts for 6 local Saab Clubs were also provided, with clubs reported in Harrisburg, the National Capital Area, Baltimore, Philadelphia, Milwaukee, and Canada, headquartered in Pointe Claire, Québec. A special service school session for Saab Club members was also held in New Haven in June 1964. Since I didn't report the number of people who attended, I can only assume there weren't very many there.

The 1964 Open House was reported as the "biggest ever," with about 1200 Saab fans attending.

The event also included the annual meeting of the Saab Club of America, where Richard Hansell of the National Capital Area club was elected president. By 1965 the list of local Saab clubs had grown to 10, including new clubs on Cape Cod, Massachusetts; in Rochester, New York; Richmond, Virginia; on the South Shore of Massachusetts; and in East Springfield New York, something called the Turnpike Saab Club.

The next Saab Club of America meeting, the 3rd annual, was again held in conjunction with the Saab Open House, which that year drew at least 1500 visitors. Saab Soundings also reported that there were Saab clubs outside of the US, in Israel, Holland, Belgium, and of course, in Sweden and its neighbor Denmark. In addition to the New Haven meeting the Saab Club also held its first Fun Convention in 1966, hosted by the Saab Club of Harrisburg. Activities at this event include a gymkhana, with blindfolded drivers, a midnight barbecue and a banquet with a number of speakers.

The 1966 Open House, again reported as the biggest ever, also included the annual meeting of the Saab Club of America, where Richard Hansell was reelected president. The other national officers were Lawrence Mason Sr., of Sanford Maine, vice president; Mrs. Betty J. Krantz of Harrisburg, Pennsylvania, treasurer; Lawrence J. Long of Arlington, Virginia, Sec.; and Jeannne Fletcher of Baltimore, Maryland, membership chairman.

Unfortunately, it seems the national Saab Club was nearing the end of its existence by the end of 1967. Saab Soundings reports that "despite rumors and reports, the club is alive and kicking," and urges more Saab owners to join, not exactly very positive signs. There are no further mentions of a national Saab club in later issues of Saab Soundings. After 4 years of steadily growing attendance the fall of 1967 Open House for all owners was reported as "postponed" until 1968. There was never another Open House. Although later issues mentioned local Saab clubs, including one in Hawaii, and the formation of a Sonett club, there are no more mentions of any national Saab owners' organization.

It took many years before anything like a national Saab owners organization arose again, and then with many thousands of more owners, it really has taken another course. What killed the first club efforts? The early Saabs, with their distinct looks and sounds, engendered what was a very special community, where every Saab owner would wave or honk when he or she met another on the road. With more models, and more conventional engines, I'm afraid the early community feeling faded, and maybe that's why the Saab community also disappeared. I am happy to see it back again. Long live SCNA!



Saab Clubs News

By Seth Bengelsdorf

The home of Bruce and Lori Turk, 333 St. Andrews Rd, Walden, New York was invaded a few weeks ago by some well-meaning vintage Saab owners and their friends.

On a crisp autumn day a good turnout graced the home of Bruce and Lori, who own a collection of vintage Saabs and Saab memorabilia, all of which was on loving display. After some serious tire kicking and an excellent lunch, it was off on a time warp trip to and from the apple picking orchards for a half dozen or so apple pies. A great time was had by all!



A bevy of stokers means no mesquites! All photographs by the author.



Greetings all!

I had the pleasure of travelling cross-country from California to NY last month with my son Brian in his 2002 9-3 SE. We had some good photo opportunities along the way, maybe something you'd like to consider for a *NINES* cover at some point or some other spot in the publication. See if you like the Grand Canyon (North Rim), Capital Reef National Park in Utah, or Loveland Pass in Colorado (I remember test driving a new Viggen up there at SOC 1999 in Keystone). Let me know and I can send you hi-res versions.



Gary Stottler
Honey Falls, NY



Saablandia

By Jan Gravley

Is there a better place for an SCNA strategy meeting than a showroom full of museum-quality Saabs? In the unlikely location of Fort Dodge, Iowa, you can still find an actual Saab showroom filled with every model of Saab that one can imagine. On a perfect autumnal day Tom and Patti Donney welcomed SCNA Board members Jim Hickstein, Sandy Bogage, Greg Abbott and Daniel Cahill to visit Tom Donney Motors for a "working" board meeting. Daniel and Sandy flew into Minneapolis-Saint Paul International Airport where they were picked up by Jim, in his Laser Red 5-door Viggen and Greg in his Arctic White 2010 9-5 Aero. After a quick stop at Jim's enviable new garage they were on the road headed south. First stop, Meyer Garage in northern Iowa to see Marty and Mike Adams, the 3rd and 4th generation, respectively, at the oldest Saab dealer in Iowa. After hours of Saab talk and climbing around in the boneyard the sun was quickly sinking in the west. They reluctantly decided it was time to head back out on the road toward Fort Dodge. About the same time as the boys were back on the road I got an unexpected message from Tom Donney that said "the cars are all uncovered, the guys are on their way, you should come on up." How could I say no? After a few hours of fitful sleep with visions of rare Saabs dancing in my head I left just before dawn for the very manageable 4-hour drive from KC.

As I pulled up in front of the Tom Donney Motors showroom I was struck with a little jolt of patriotism. No, this is not Sweden. Tom's 1957 Seagrave fire truck was parked in the lot with two giant American flags mounted on the top rippling in the wind. Parked in front of the showroom were the old red, white and blue. Arctic White, Lightning Blue and Laser Red that is. Perfect. Then the real fun began. Tom flung open the doors and said, "what would you like to drive?" Excuse me, come again? We were obviously going to get to drive the cars, not just admire them. I did not expect that, myself, but was thrilled at the opportunity. I chose a 95 wagon because although I own one it is not running yet, I have never driven one, nor seen one in person. Sandy gave me a quick lesson in the shift pattern of the 95, 4-speed on the column, and we took off down the road. It was my first experience driving a vintage Saab and it did not disappoint. Sandy, on the other hand, was an old pro and a great driver. Next we drove a 1958 93 with 3 speed on the column, the 900 Pikes Peak car, a '91 MCY 900, the Talladega 9000 and the now famous 1965 Monte Carlo 850 that was used in the filming of Jerry Seinfeld's show "Comedians In Cars getting Coffee." It was a surreal experience and I tried to take it all in, but it was a lot to take in. The showroom is full of every color and model of Saab



Photograph by Greg Abbott.

you can imagine including some of the cars from the GM Heritage Collection. If you do not know the story of that acquisition please look at Tom Donney Motors' website for details, photos, and full descriptions of the cars that he has from the Heritage Collection as well as a link to the Seinfeld episode and behind the scenes footage of the making of the show.

Just when I thought it couldn't get any better I saw what has to be the crown jewel of all Saabs being brought outside. The famous Saab 1956 model 94 Sonett 1 in bright orange was uncovered, engine running and Tom behind the wheel. That car is an absolute work of art; the details and condition of the car are just amazing. We lined all the cars up out front and Greg Abbott took photos for and of all of us. Tom even had Marty Adams bring the fire truck around so we could climb up and get a better vantage point.

After a quick lunch it was time to put all the beauties back in their places. They say behind every great man there is an even greater woman. While Tom directed traffic his gracious and patient wife Patti instructed us on how to properly cover and protect the cars from possible damage while they are stored. Foam pads were placed on the rare and delicate Sonett 2 rear glass and fiberglass hoods and all the respective covers were put on, right side up of course. Then we were off to tour Tom and Patti's actual business, Fort Dodge Transmission. Patti told us the story of how they started their business in a tiny building, no running water, \$25.00 and lots of hard work. The true American success story. It is now the largest transmission rebuilding shop in the Midwest. It was very impressive.

Saablandia Cont'd

Then Tom said 'well, are you ready to see the rest of them?' Say what, there are more? "Oh yes, I have another 100 or so stored in another facility about 12 miles from here, so pick a car to drive and let's head that way." I had no idea and couldn't wait to see what else he had. Sandy chose the little red 93 3-speed and Daniel chose the Seinfeld Monte Carlo. I decided to ride with Sandy on the way and Daniel on the way back. I was overwhelmed at the idea that Tom wants people to drive and enjoy his cars. It was so refreshing and generous. A true enthusiast. Sure enough there were many more Saabs to be seen. A large three-room building full of Saabs, some running, some waiting to run, but all special in their own right. The loft was full of every part imaginable and all very organized. My personal favorite was a 1972 99 in a very vivid violet. It was so me! Daniel Cahill spent a lot of time with a 9-2X from the Heritage Collection that really caught his eye. Tom and Patti invited us back to their charming and warm home just down the road, for pizza and Saab talk. We took our shoes off, put our feet up, watched Saab videos, laughed and ate.

It was there that I learned what Tom and Patti have planned for the future. They have been looking for a place to move their collection and open the Saab Heritage Museum USA. They have found a piece of land in the Black Hills of South Dakota to purchase and build on. The mission statement on Tom's website is "To preserve the Saab automobile for future generations

to enjoy and inspire the Spirit of Saab through repair education, parts production, and a library of Saab literature." How lucky are we as fellow Saab enthusiasts to have someone share their love of Saabs with all of us? Tom also plans to let people actually drive the cars as well. I love Tom's attitude towards cars: he wants them to be enjoyed, not just admired. Tom has lots of fun and informational videos that you can link to from his website. I highly recommend that you watch them if you haven't already. One of my favorite Tom quotes from his videos is "Have fun with your car. Enjoy your car. Do what YOU want. You are not going to hurt the value of it. It doesn't have any value; it's an old Saab. The only thing rarer than an old Saab is anyone that wants an old Saab. The value is what YOU get out of it." To me that statement embodies what we love about Saabs. As Jerry Seinfeld says, "If you don't like weird, Saab is not the car for you." I have no doubt that Tom and Patti will do the hard work that it will take to make their dreams of the Saab Heritage Museum USA come true. Tom and Patti Donney are truly one of a kind and I know I speak for all of us when I say, thank you for all you have done and plan to do for the Saab community here in the USA.

I don't know about you, but I'm feeling the need to get out to my garage and get busy! Saab on.



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News from the North

By Jerry Danner

For the 48 years I have been around Saabs, and all the Saab Owners Conventions I have attended, I have made many friends in the Saab world. I have made it a point to visit many like Tom Donney, Marty Adams, Bill Jacobson, Peter Bäckström in Sweden, Eric Stooks from Goldwing, Wally Erickson, and Rich & Carol Kushner in their home town. I have had many come to Mile Hi Automotive when in Denver. I have many more to visit like Paul Perry, Jack Ashcraft, John Moss, Bruce Turk, Vern Atterberry, David Baugher and many more.

I just got back from visiting Jack & Pat Lawrence in Jamestown, NY. My sole purpose was to visit Jack & Pat and see his shop and their home. Debbie Norris and I set our plans to visit, and by the way Niagara Falls and Toronto are up there also.

We played for two days in Toronto Canada and on Saturday we came back to the USA and spent an afternoon with Jack & Pat. They graciously welcomed us. As a matter of fact, when you get Jack & me together looking at all of Jack's collections, it was really hard to leave. You get Jack talking about the

years of Saab; it was like walking into a museum. Jack's home is his shop. From the outside it looks like a house, but inside his pole barn, there is a remarkable collection of parts. I found it very hard to leave.

I am glad I made time to visit Jack and Pat. As we all get older, there will be a time where the opportunity will not be there....



The Lawrences's on the left. All photographs by the author.

Hem Lengths and Tread Patterns

By Stephen Goldberger

How are they the same? Style and function both play a part, with style perhaps being the larger component.

The fundamental purpose of the tread pattern is to evacuate water from between the tire and the road. Rubber can stick to wet pavement, but it can't stick to a film of water (aka hydroplaning). Alternating circumferential ribs and grooves are just fine for that; check out the tread pattern on the nearest airplane next time you fly. Beyond evacuating water, the pattern can be designed to provide some measure of mud and snow traction by introducing cross grooves, creating free standing blocks. Finally, narrow slits, or sipes, can be molded or cut into the surface to allow tires to grip ice or hard-packed snow.

Once the fundamentals are set, noise control comes into play. If the pattern contains free-standing blocks, their circumferential lengths and distribution needs to be varied to prevent the tires from creating a pure tone noise, which is far more annoying than a random, or "white," noise. Handling issues are also addressed. Every rib, block, and sipe in the pattern reduces traction on dry surfaces, hence racing tires are made with a "slick," or rib, block, and sipe-free surface. Cornering forces concentrate the load on the outer portion of the tires on the outer side of the vehicle. Many tires these days feature asymmetric tread patterns in recognition of this phenomenon, with wider, more nearly (or actually) solid ribs toward the outer side and wider grooves and smaller blocks toward the inner side. Outermost ribs are almost universally cross-grooved, presumably to enhance water evacuation during hard cornering. The Michelin XAS tread pattern is a notable exception to this.

Finally the stylist has his or her say, and it is a significant influence. Tires need to adhere to the current style, but not look too much alike. Design patents protect some details. To a great extent tires look the same: black rubber rings. Stylists are charged with making higher performing (read more expensive) products stand out visually, with the less expensive tires in the manufacturers' lineups gradually adopting stylistic details that were introduced on the more expensive models.

An example of style evolution can be seen in the adoption and abandonment of directional tread designs for summer and all season performance tires. The directional tread pattern comes from a desire to push mud, snow, and water away from the center of the tire and toward the edges, and it continues to be an integral feature of winter tires and, to a lesser

extent, all-season tires. For summer performance tires, where water is the only contaminant to be removed from under the tread, the benefit from directional patterns is very small. The photo essay below shows the style evolution for Nokian's top performance model compared to the style for the competitive Goodyear model.



The Goodyear "Gatorback" (left) introduced directional tread patterns to the consumer performance tire market. The Gatorback was followed by the Eagle F1-GS3 (center). The current model (right) is the Eagle F1 Asymmetric 3. All photographs provided by the author.



Nokian's "NRZi" (left) featured a directional and asymmetric pattern. Tire dealers hated this concept because they needed to stock a different part number for both left and right side applications. Nokian's "NRZ" (center) features a strongly directional, but symmetric tread. Note the silver paint applied to the center grooves, a stylistic detail to make the tire "stand out" in the showroom. The current product, Nokian's "Z-Line" (right) conforms to the current style with straight, circumferential grooves and mostly solid ribs. The photo highlights the molded in tread depth indicator which is present in all three Nokian models.

A Tale of Salt (and Saabs)

In 2010 we went to explore the option of building and racing a vintage Saab on the salt. Armed with the knowledge we gained in 2010, we then built a 1968 Saab Sonett in 2011 to run that summer. We were fortunate enough to take the active class record just over 96 MPH (set the day before we took it) home with us at just over 107 MPH. And subsequent years of 2012, 2013, 2014 (World of Speed) and 2016 have all produced records. Looking back now we have been to the salt 5 times in all, setting records every time, having 12 records exceeded and 11 NEW records in all set in stone. This had been done in two different classes, with two different cars and three different drivers. (1968 Saab Sonett - J/GT and 1966 Saab Monte Carlo - J/Pro, run in honor of the late Bertil Sollenskog and driven by one of his crew members, Pavel Osovet, record holder). (Steve Myers of Ames, Iowa, qualified for a record run in 2016.)

What follows is a quick tale of our 2016 adventures at the 69th annual Speed Week.

After Speed Week was cancelled due to heavy rains and flooding in 2014* and 2015 we finally got back to the salt this past August 2016. We were fortunate enough to have the SOC16 (Saab Owners Convention) a week before Bonneville this year. Usually the dates collide and I choose the salt as a year of prep can not go to waste. This allowed me to attend SOC16 in Atlanta and a great track day with one of three cars to run at Talladega Speedway back in 1987. All those years ago, Saab set 21 world and international speed records at Talladega with Saab's world famous LONG RUN RECORDS. As many in the Saab community know, I was asked to bring my #3 car (1987 Saab 9000) back to Talladega to run. This was almost an impossible event to miss for me, so—that said—we did the killer trip to Atlanta and then raced back to Iowa to grab my truck and trailer and head to Utah! Going to SOC is always a great event and should be a "must do" for Saab lovers. Seeing old friends and making new ones keeps SOC's a fun event. Many well wishers at SOC were seen and heard. Leaving for Iowa after SOC was a speedy trip home only to gear up for round TWO...a date at the salt.

To explain how hard it is to prep and run a car at Bonneville, read about the work of Dan Haugh of Kansas and his 1981 Saab Classic 900 at the salt. The salt can be a grueling event with heat into the high 90's and long hours at the "brightest place on earth"...the hot sunny salt flats. Dan set a new record of 140.857 MPH (Down run of 139.620 & Record run of 142.095 MPH) with his turbo-powered 2.0L car and explains in his articles in NINES about the stress of attempting to do all this at Bonneville. Dan is busy making modifications for 2017 already. Dan had also run at the Ohio Miles and has records there with his classic Saab too.

The trip to Atlanta and back to the salt was pulled off without issues so we arrived in Bonneville a day early

and set up our pit camp. That allowed us to take a much-needed day off on Friday the 19th. Unfortunately for me my long-suffering back went out and landed me on the trailer and hotel floor, lying down as much as possible. I gutted out the next few days determined not to let my back "win." I did get blessed with a much better back on Monday and kept it at bay till the day back home in Iowa when it finally said ENOUGH and gave up on me for good.

(Note I did have experimental back surgery with the "installation" of a new artificial disc (ADR) in my L4/L5 region in Texas this past October. As of this writing I am doing very well.)

We started running as planned on Saturday morning, the 18th, as planned. I was the driver and glad for it as the salt was less than perfect. We ran fast but not quite fast enough. There were a multitude of small issues limiting our success the first 3 runs. We had starter issues twice, once at the starting line; an electric water pump failure; our brakes completely failed (only use rear); and finally a rough track that kept us bouncing all over the course. Even though we had good runs only 3 tenths and 7 tenths of a second off our old record of 121.203 MPH, we just could not get above 122 MPH.

Once we sorted all these issues out on our fourth run we finally hit our goal with an average mile speed (set from mile 2 to 3) of 122.295 MPH and qualified to have another chance at a record run! On our fifth run the next morning we were able to attain a NEW Bonneville Land Speed record of 123.075 MPH (with our 750cc engine). To date this is the fastest average mile we have run with a return speed of 123.855 MPH (199.325 Km/h). Top (terminal) speed was actually over 124 MPH. After resetting our record it was time to change drivers (great news for my back) to Steve Myers of Skunk River Restorations in Ames, Iowa. Steve races nearly every weekend somewhere and was an exciting and experienced last-minute add to our team when my service manager at the shop took ill and had to cancel a week before leaving. My wife Patti was very relieved when she heard Steve had agreed to go as it got her off the hook as an emergency "back-up" crew member.

I have offered several people an opportunity to drive my car because they weight less then my 225lbs. The one thing I kept forgetting about is the seat and the seatbelt are set up specifically for my body. The seat itself turned out not to be an issue but the angle of the shoulder belts presented a problem for the Bonneville safety officials once they looked at the size difference between me and Steve. Steve is quite a bit shorter than me and therefore the shoulder belts angles would be in a different spot. At first the officials said no way they would not allow Steve to take my place because of his smaller stature The shoulder belts would not provide proper protection. As we are walking away from the

A Tale of Salt (and Saabs) cont'd

tech area I remembered that "torso height" is different than "overall height"... lots of people have shorter legs but the same "sitting size" of taller people. So I grab Steve we went back to the official and we both sat on our butts in the salt in front of him, back to back, and I said "Look...we're almost the exact same height when we sit down". The official gave a quick look scratched his head and said...By gosh you're right...I'll certify Steve to be a new driver of your now!"

With a new driver in place it was time to continue to crawl our way up the speed ladder with our vintage Saab Sonett two-stroke.

As it turned out the salt Gods we not with us the last few days. My crew chief, Steve Myers, got his rookie training done and first runs out of the way. Waiting in line for his second real run we started to notice the wind was changing and we had a chance for a tailwind. (Which would have aided in exceeded my newly-set record). However as luck would have it, at 4 pm, when we were only two cars from running, (after a 4-hour wait) racing was postponed due to heavy crosswinds that had now came up. Then at 6 PM they canceled racing for the day. (Which ultimately cost us a new record.) The next day Steve DID exceed my new record with a down run of 123.397 MPH which sends you to impound till the next morning for a "back-up" return/record run attempt. But the return/record (back-up) run the following morning was not to be. A weather system change arrived and we had to run into an 11 MPH headwind, and we simply could not get the Sonett back into record territory. That cancellation of racing we had two days earlier put us into the headwind days and cost us the new record.

We ran a few more times that day but the headwind was too great and the forecast for Thursday afternoon and Friday was the same, lots of headwind. So we loaded up and left with only one new record of 123.075 MPH. We had hoped for more, but obviously we are always happy ANYTIME we can set a new land speed record at the Bonneville Salt Flats. As the final records for the week long event came in, turns out the weather and salt produced the LOWEST number of records being set in modern memory. But this year did include getting to see Danny Thompson FINALLY set a land speed record at Bonneville @406.767 MPH (655km/h). He is the son of the late Mickey Thompson and drove his dad's 1968 twin-engine Challenger II into Bonneville history books.

If you look at the record book of all the different records you'll see that we are running faster than almost any "J" engine (501-750cc) has EVER ran in a non-blown, non-altered, GAS category. Also we are consistently running faster than many of the "I" engine (751-1000cc) which are 250cc higher! (We actually have a higher record than the I class above us currently in the GT category!)



Both cars after being certified in tech inspection for new records. Photograph provided by the author.



Tom (on the right) and crew.

Also I did have two things happened this year I NEVER thought I'd say back in 2010 in a Saab Sonett powered by a 750cc two stroke engine!

1. "I Could only go 114 MPH...at half throttle" (Throttle cable slipped out of place and limited throttle to 1/2 opening)

2. "...121 MPH is all I can do" 1st 3 runs of 2016...All good fun in an old Saab.

Thanks for reading and Safe Saabin', Tom Donney

* In 2014 World of Speed (ran by the Utah Salt Flats Racing Association) did find enough dry salt to run a 4 day event even through Speed Week (ran by the Southern California Timing Association) was cancelled for rain. Both groups honor each other's records.

PS - The current issue of **Hot Rod Magazine** has several Bonneville articles in it, including Danny Thompson 406 MPH record.

The Long Run History Part 2

By Olle Granlund - the initiator and project leader for *The Long Run* - first published in *Saab Veteranforening Trollhättan*. Reprinted with permission.

The staff at Talladega were initially very doubtful of us managing to complete the pre test, however they soon changed their negative view as the tests got underway. Saab had proved that the final target mileage (100000km) was within reach, something that no other manufacturer had previously done.

We learned that Audi was in fact at Talladega 14 days earlier with an Audi Quattro reported to have an engine developing 800 hp and with a potential top speed of 350 kmh! Unfortunately their test was quickly aborted due to tyre separation after only 3-4 laps on the race track.

Audi had the professional NASCAR driver Bob Unser driving their car. We learned later that Bob was not highly comfortable with the vehicle's aerodynamic performance at high speed. Audi nevertheless had a vehicle fully capable of speeds in excess of 300 kmh, which in itself is very impressive.

We gained valuable experience from performing the pretest and knowing that we had safely completed our target mileage we were now convinced that we had a very good chance at setting a new world record when the official test was performed.

We returned to Sweden to analyze in more detail the results from the pretest and in March 1986 we presented our conclusions to Saab's upper management. The overall opinion was very positive and Saab's management approved that a world record attempt could be started.

The main strategy regarding the choice of drivers was to assign responsibility to test engineers from Saab's technical department; these were experienced test drivers who were frequently at the wheel of experimental test vehicles.

By using these drivers we gained quick technical feedback of the vehicles' performance which could be quickly relayed to individual technical departments at Saab.

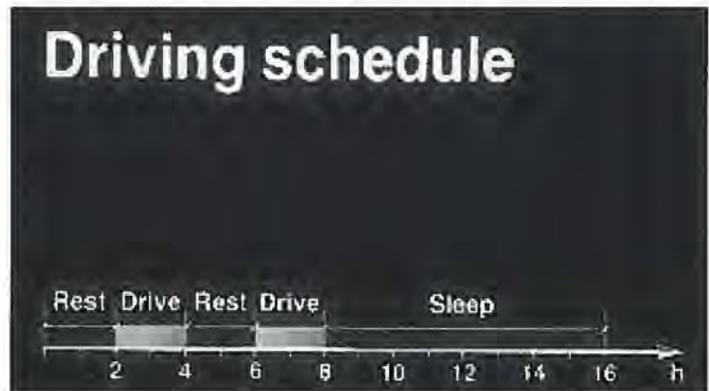
Another advantage was that upon problems arising at Talladega we could get immediate technical help from the experts on site.

However, it wasn't all Saab technical development personnel who in fact drove the vehicles. The team also included the well-known

Saab 96 rally driver Erik "On the roof" Carlsson, rally cross driver Anders Norsteadt, and Göran Johansson, known for his driving in many race competitions for Saab in France.

In total 32 drivers were involved throughout the whole test. One person who should have been present was Mr. Per Gilbrand (the father of the Saab Turbocharged engine) although the management staff in Södertälje where he worked and where engine research and development took place felt that the driving of vehicles at Talladega was Saab in Trollhättan's responsibility.

A person needing also to be mentioned here is Ove Hasselberg who was a member of the driving team and drove more than 5000 laps. He said himself that he "knew the road very well indeed"!



The driving schedule drawn up for the test consisted of 2 hours of driving followed by a rest period of 2 hours, thereafter a further 2 hours of driving and 2 hours of rest. After an 8 hour rest (sleep) period the schedule was repeated three times. After 3 full driving schedules, equaling 40 hours, drivers then had 16 hours free to relax.

It soon became apparent that driver fatigue was creeping in. This was not surprising considering the high concentration levels needed when driving the vehicles flat out at full throttle on the banked race track.

Drivers often found that the intake of food during rest periods had a negative effect on their subsequent 2-hour driving schedule. All drivers and mechanics nevertheless did their best to survive the tiring driving schedule. Thankfully, as time passed, the team became more acclimatized to the conditions and were furthermore inspired by the positive results that we were getting.

Performing a world record attempt at Talladega was considered by the FIA to be equal to an

The Long Run Cont'd

International car race. This meant that all drivers performing the test were required to hold a valid International competition driving license.

Many of the appointed drivers needed to quickly apply for such a license.

A further requirement of the FIA is that each driver be registered as a member of an established motor club. The Swedish Motor Club in Trollhättan quickly found themselves with 23 new members!

Prior to the test it was difficult to foresee how each driver would react to the irregular working hours and the psychological stress in combination with such short recovery times. Each driver's physical condition and general health was checked including EKG.

Irregular meal and rest times were thought to have a negative effect on drivers so leading physiotherapist Janne Carlstedt from Bosön in Stockholm, Sweden was invited to inform drivers of what they should expect and how to prepare themselves for this event.

First, it was vitally important that drivers needed to be in a good physical condition and able to withstand the stressful driving conditions that would be encountered at Talladega. It was well known that people having a reduced physical condition react slower in a stressful environment.

It was also important that drivers had the availability of food that they were accustomed to. A long list of typical Swedish food and menus was therefore sent to the catering company responsible for preparing the food at Talladega. A special restaurant area outside the pit was also available for drivers to use.

The regulations permit 3 vehicles being selected from production which are sealed and driven to their first service at 1000 km. After the service one of the 3 vehicles is then selected for performing the main test with. In our case we could select 9 vehicles from production as our ambition was to perform the main test with 3 vehicles.

To check that all went according to the regulations we assigned Notarius Publicus (Seth- I googled this, which is Notary Public In Swedish and was in the text as "Notorious.") in the name of advocate Mr. Kent Eriksson.

The selections of vehicles were made from vehicles parked in Saab's production car park and had been manufactured between 25-28 August 1986.

At 1430 on 28 August 1986, powertrain components on the selected vehicles were affixed with stamped seals by Mr Håkan Junfors from the Swedish Racing Car Association.



Sealing Power-train components with plumb-bobs.

Four stamped seals were added marked with the identification GP01 on the following power train components:-

- Engine cylinder block /cylinder-head/valve cover.
- Engine cylinder block / clutch cover housing / gearbox/final drive.
- Induction air inlet / outlet sides of the Turbocharger.
- Engine oil sump / cylinder-block

After the vehicles' initial drive-in period of 1000 km was performed on general roads around Trollhättan, the stamped seals were broken by staff from Notarius Publicus, which later permitted engines to be correctly serviced.

With the knowledge we gained during the running-in period, four vehicles were rejected. The remaining five vehicles were later added with new stamped seals by Junfors.

To fully stress the engines of the 5 selected vehicles a visit was made to Volvos high speed test facility in Hällered. The purpose of this test was to ensure that the engines would perform satisfactorily at high speed and that no hidden problems would materialize during the record attempt at Talladega.

The next step was to select the three individual vehicles that were to be used for the test. This was not an easy task, but following in-depth technical discussions with engineering specialists within Saab's

The Long Run History continues on page 32.

On The Column



**By William "Chip"
Lamb**

Notable Saabs at Auction

I was watching the election returns come in on a certain Tuesday evening earlier this month and heard one of the CBS commentators remark early on that Secretary Clinton had sent her speechwriter back to his or her desk to concentrate solely on her acceptance speech - and to more or less can the other one. As we now know, it turned out that she would never give that speech.

Almost simultaneously, I was preparing for my own sort of victory in purchasing a car that seemed similarly well within my grasp to Secretary Clinton's bid to become Chief Executive. Said car had been offered during the preceding week in Bring a Trailer's auction format. I was mentally preparing myself to announce to this group in this very Column that the 1960 93F I had enjoyed driving for many years during Monterey Car Week was to become mine, after long being the property of my friend Paul Perry in Santa Clara, California.

Two afternoons following election night, I was aboard a New Jersey Transit train on the short ride from Newark Airport into Manhattan and monitored my smartphone carefully as the bidding heated up. For me, it was not the voters of Wisconsin, Michigan and Pennsylvania but bidders @mmalamut, @jzeker and @Porscheid who put the screws to my noble aspirations. My concession speech, recorded for posterity on that site, was even shorter than Secretary Clinton's: "Afraid I'm out, folks... I'd appreciate visitation rights." The eventual purchaser, one Theo Kindermans of Massachusetts, was just as, if not more so, affable as Mr. Trump in his victory over me and others, welcoming me to visit should I come to Massachusetts. If politics could be as decent as most car people, we'd really have a great society!

Kindermans' appreciation for the Saab in question set a record for a 93F at auction (\$29,000 plus BaT buyer's premium of 5%), but others have been no less determined to snap up rare, early and good quality Saabs offered this year at public auction, both live and online. The remainder of Paul Perry's collection, consisting of a racing Sonett V4, a 2-stroke 96 racer,

Paul's street Sonett V4 and a 1973 96V4 likewise brought healthy results (see bringatrailer.com for the complete results under completed auctions if you are so inclined). In another forum, a pair of sporting 96es sold in Colorado earlier this year to our own Jerry Danner at The Finest's inaugural Snowmass event that capped off the annual Colorado Grand. Both of those cars were redone for a private person who then sold them to Wayne Carini of Connecticut, who then shipped them to Colorado for sale without reserve. As the owner of F40 Motorsports and his world-renowned restoration shop Continental Auto Body in Portland, Carini is no stranger to the car business or to unusual, small European sporting cars. As of this writing, Danner has put one of these cars, a Polar Blue Monte Carlo 850 back on the market; this auction closes on Bring a Trailer during the afternoon of Wednesday, November 30th.

This is no doubt good news all around for dedicated early Saab owners the world over. But why is it happening, when for so long 2-stroke and V4 Saabs languished far down the food chain from their contemporaries and even lesser cars such as pedestrian VW Beetles and Fiat Cinquecentos? Do people just want a greater challenge in getting parts and service for little Saabs than they would for more common cars? Or do they see something else in the little Swedish car? Having until a few years ago persisted in running the definitive source for 2-stroke and V4 Saab parts for nearly a decade and a half, I had the pleasure of interacting with thousands of vintage Saab owners who were dedicated to preserving and enhancing their treasured Saabs. Most of these customers cared little for the eventual monetary value of their cars relative to the enjoyment they got from having something far less common than the average "classic." More to the point, they already had their cars.

So they knew what they had. What about people who don't know how much fun one of these cars can be when properly sorted? Many people buy far more valuable cars having never experienced one, be those cars good, bad or indifferent to drive and maintain. Said cars are often bought solely on valuations determined by rarity and popular desirability. Are we therefore seeing Saabs entering a sort of mainstream where a good 2-stroke or V4 is actually a commodity with a proven track record for value due to such rarity?

Some years ago, I was asked to set the baseline for values per condition for early Saabs by my friend Dave Kinney, a respected classic car appraiser. Dave's publication, *Cars That Matter*, was absorbed by noted collector car insurance brokerage Hagerty

On The Column Cont'd

and has become their triennially-updated Price Guide. Dave not only asked for my help because I was more plugged in to early Saab prices than anyone else, but because there were so few Saabs trading publicly that an aggregate could not be accurately determined by someone outside the community. It is fair to say that now, they have a good and consistent stream of vintage Saab pricing with which to provide market data.

I have seen many small European sports and other uncommon cars set new high water marks in my many years of tracking collector car prices generally. A Saab may not be as practical as many other older cars, but it merges practicality with enjoyment and is not an overly challenging car to drive. Consider the microcar market, set in no small part by the sale of collections such as Bruce Weiner's a few years ago; those cars were generally completely impractical, but fun to use in the right occasion and yet bring strong money. A good Fiat Multipla will always do well at auction, for it is somewhat more practical yet downright zany in its unconventional nature. I tend to look at a number of cars when evaluating the market potential of a Saab, but the Multipla always comes to mind, for they share the same sort of ups and downs in terms of their practicality and fun factors among others.

To leave you with a simple conclusion rather than (yet again) more questions than answers would be to oversimplify the reason why Saabs are doing well in today's marketplace. It is fair to say that there is considerably more awareness of early Saabs now than in years past. I have done my part in helping save a number of them from stagnation and worse by providing parts and restoration services for many years, while Bring a Trailer, eBay and the live auction houses have put good – and not so good – examples in front of audiences who might never have considered owning one. One thing is for sure – what is to come should continue to be interesting to watch and track.

In the hopes that your vintage Saab stays salt-free for another year should winter weather be on your horizon, I wish you a very Merry Christmas, Happy Chanukah and all the best in the New Year.

Until then...

Simon du Stroke (Jr)

Chip owns, repairs and deals in wayward unusual automobiles that find their way to him in Augusta, GA.

In Memoriam



In sad news, according to Teknikens Varld, Per Gillbrand, also known as turbo genius, passed away at the age of 82 years. He is the man behind the B18 engine, the turbo technology, the variable compression engine and much more.

Per started working at Volvo Penta in Skövde, where he was a engine test engineer. That job took him all the way to Volvo in Gothenburg, where he got involved in "Project 1958" (which later resulted in P1800) and one of his tasks was to develop Volvo's perhaps most famous engine – the B18 engine.

In 1964 Per Gillbrand was recruited by Saab to help with the brand's first four-stroke engines. But he is probably best known at Saab as the father of the turbo, the engine that put Saab on the map. His knowledge also made the turbo technology more available to the car industry. He managed to control the boost pressure, a task at which many previous technicians around the world had failed. Today almost all cars have turbos – partly thanks to Per Gillbrand and his inventions.

After retiring, Per Gillbrand continued his technological wonders and at the Geneva Motor Show in March 2000, Saab showed yet another of his inventions – the variable compression engine. The technology, which would save fuel, never saw the light of day when GM oddly enough did not want to take the project any further. In recent years, some car manufacturers have become aware of the technology, among them Porsche and Infiniti.

Professional Perspective



By Chuck Andrews
Surprise!

I wrote the first part of this article back in May 2016 and it was published in *NINES* #342. At that time, it was my attempt to interest you in planning for future maintenance and repairs for your Saab. In that article, I listed what I thought I could expect for future repairs for my Saab. I considered the things I thought might fail and how long others would last until attention would be needed. I would like to see my 2001 9-5 Aero last up to 7½ more years as a second car to my Nissan Leaf EV. Ultimately, my goal is to keep the car's needs up-to-date for the long haul. Furthermore, I have a strategy for a shorter period and have prepared an appropriate plan-- a plan that should not allow or necessitate crisis decisions.

In that previous article, I had noted that my tires were about half tread so would last maybe two more years. Since that time, we have driven just over 8k miles including getting a flat on the left front tire. The side wall was punctured so the tire was ruined. Interestingly, it was the first time the spare tire had been out of the trunk and mounted on the car. We took the car to our favorite shop expecting to have to replace one tire. Upon inspection, they found that we had two other tires that also should be replaced. Since I was taken completely by surprise and was not prepared to buy four new tires, we opted for three used tires and resolved to take our time to decide on the replacements. No crisis decision here. I wanted to research which brand and type of tires to put on the car for a long-term solution.

A few weeks after the tire surprise, I recognized the sound of an exhaust leak from the rear muffler area. An examination disclosed that a seam had rusted out. This was not a huge surprise since it had 230k miles on it. We ordered a new muffler and had it installed. Shortly after the muffler was replaced, we had another exhaust leak but this time it was near the middle of the car in the flex coupling. We replaced this part and all seemed well. The exhaust system had been on my list but I had estimated at least a year or more until it would need replacement. At about this time, I came to the realization that even with lists of parts and a plan to face most all car repairs, I had to face the fact that I love this car. It is the car that still has all the safety, performance and economy that I

want and need. The new parameters that I settled on were that I would fix anything but a major engine failure or major collision (not covered by somebody else's insurance because I only carry liability on this car). As I said in the first article, I will conserve or preserve my car but don't intend to restore it. My Saab needs to look good and perform well, as well as maintain its safety features. Since I have now made the decision to fix all but the two instances listed above, I will still try to take a conservative approach to the repairs needed to attain the goals I have for this car. Here is an example: the tailgate lift rams are getting weak. I can replace them with Pro Parts brand for \$12.24 each, Stabillis brand for about \$46 each or Saab OEM for \$59 each. Since the Saab OEM rams lasted 16 years and I am looking for about half of that time frame to reach my goal, I will buy the \$46 rams from Stabillis. They should be just fine. There are still a number of brands of parts to fix many items on our Saabs. We just need to decide which is best for our car's goals.

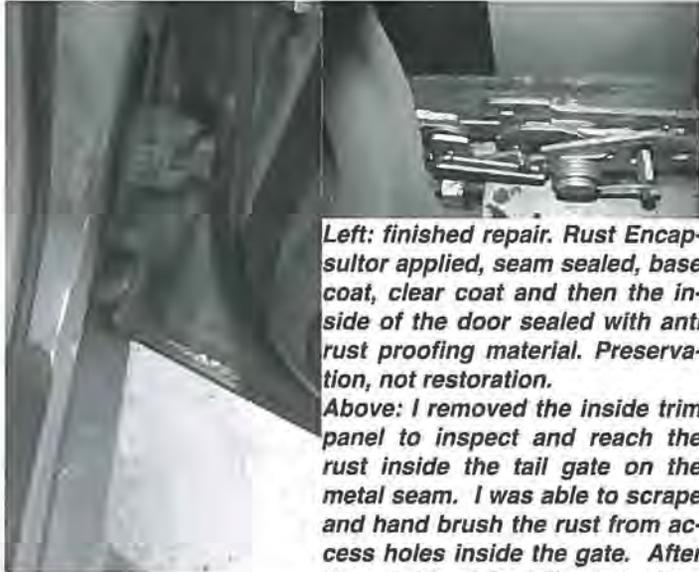


Left: surface rust on the inside lower corner of the right front door. There is no evidence of the origin but it had to be taken care of before holes would have appeared.
Above: rust on the bottom of the tail gate. The center drain hole had been covered by piece of tar paper that came loose inside the gate. Water sat in the bottom of the gate and seeped through the metal seam. All photographs by the author.

After this revelation, I decided that I needed to get on with the auto body repairs that I had listed in my previous article. I feel like the rust that is showing up on my car will have to be fixed to meet my expectations. I want to show you that many of these things can be done by you (DIY) with a minimal investment in tools and parts. Recently, I got a \$2500 professional body shop estimate and am going to whittle it down wherever possible. For over 25 years, I was a certified painter in our shop so what I am going to explain is from using my own experience to compromise from professional tools and equipment to readily available tools and supplies. Remember, my goal is to make the car look okay and to make it last many more years. It has been suggested to me that I use the term "serviceable."

Professional Perspective Cont'd

I have two spots that I will address at this time. The first is a rust spot inside the right front door in the lower front corner. The second spot is in the bottom of the hatch just outside of the latch. There are two more spots that I need to address but because they will take more effort to make a satisfactory repair, I will save that for another article in the future: rust under the car on the bottom of the spare tire well and rust on the dog legs on both sides of the car.



Left: finished repair. Rust Encapsulator applied, seam sealed, base coat, clear coat and then the inside of the door sealed with anti rust proofing material. Preservation, not restoration.

Above: I removed the inside trim panel to inspect and reach the rust inside the tail gate on the metal seam. I was able to scrape and hand brush the rust from access holes inside the gate. After the outside of the tail gate had the

rust wire brushed it was refinished in the same order with the same materials as the front door corner. The inside of the tail gate was then sealed with the Anti Rust material.

To accomplish the first two repairs, I decided I would order and use www.eastwood.com branded products to purchase the coatings and most of the paint. This web site would enable everyone to get the products I am suggesting and understand their proper use. Local auto body supply stores have similar products. However, with Eastwood you can order from their web site and view with the use of YouTube how to use the products and complete the repair procedures. Eastwood features a large product line of solid products and tools. I am sure there are some of you who may have used Eastwood, or other similar products and may have a favorite, which is just fine. If we were doing a restoration, these procedures and products that I am recommending would be much different. I would not even think of using anything short of sand blasting or other means to remove all the rust before recoating, but for a preservation project, I think this will be okay. Time will tell.

I decided that most of these repairs could be done with an electric drill and wire brushes. I went to my local ACE hardware store and spent \$35 for a selection of wire brushes that would all fit my drill.

Next, to complete the repairs, I went to a local auto parts store that sells and mixes automotive paint for professionals. With the paint code of your car, (located on a data sticker usually on the driver's side center door post) most of these type of stores can mix paint to match your car and put it in a spray can. I started out with one can of each product I will mention in the article from Eastwood and the parts store and have most of the contents of each can left over for more projects to come.

I needed to take care of the rust inside the right front door. Remember, it is important to be patient and complete one step at a time. Always read the label on the spray can and follow the directions. I first removed the door molding from the bottom of the door and then used Eastwood #10041Z Pre Painting Prep Aerosol to clean the damaged area. Spray it on the area to be repaired and wipe off. It cleans the tar, wax and grease from the surface. Then I took my drill with a selected wire brush and removed the rust. It took several changes of brushes to reach into all the corners and angles. My belief is that the more rust you can remove the better the repair. As soon as the rust was removed back to clean, non-rusty metal, the surrounding painted area needed to be sanded or feather-edged so there would be a smooth transition to the old painted area. There may still be some rust left in pits in the metal but all the loose particles should have been brushed off. One caution: don't try to grind all the rust off with a grinder. There is a real danger of grinding through the metal and having to deal with holes. The work area should be cleaned again with the Eastwood Pre Painting Prep Aerosol and wiped clean well beyond the work area. Mask off the spot with tape and paper. Be sure you have sanded up to the edge of the masking with 320 or finer grit paper. Following the directions on the can and based on the temperature of your work area, spray two medium, wet coats of Eastwood #16040Z Rust Encapsulator Aerosol Red. (This product comes in several different colors with different part numbers). Once dry enough to recoat, seal the factory seams again with Eastwood #51657ZP Brushable Seam Sealer. After it has dried, the spot can be sprayed with the car's base coat color paint. Usually two or three light coats will be needed for adequate color coverage. Usually two or three coats of clear coat will be necessary.

After several hours of drying time, you can remove the masking tape. I removed the door panel so I could rustproof the inside of the door. Use Eastwood #26018Z Anti-Rust Aerosol with Extension Nozzle. This rust proofing product comes with the plastic flex tubes

Professional Perspective continues on page 39.

Through a Windscreen Darkly



By Linnea Krajewski

South by Midwest

Ah, October. Thoughts turn to pumpkins and football, leaves turning and the looming threat of snow. And, in our house, thoughts turn to going on holiday and taking our last roadtrip of the year.

There was a bit more meaning to the sojourn planned for this year. We had to abort our trip to Colorado in July due to illness...mine and Fiona's. We lost Oreo the rabbit and Greta the guinea pig earlier in July. If anyone needed a reason to take off and get lost, it was me and Olivia.

Despite our losses, we had also added to the family. Duster the rabbit arrived just after our return from the truncated trip out west, and shortly after he came to live with us, we adopted his mother, Jules, and his half sister, Gigi, from the same rescue that had sheltered Duster since his birth in February. Rounding out the new rabbit side of the family was Agatha Bess, who had come to live with us in May.

We had entered Fiona in the Euro Auto Fest..... but she had developed some rod knock and Mike advocated short trip driving only for her until we took care of the problem. Ruby's clutch was showing signs of wear; at 146,000 miles, it was time to think of replacing it. So, stepping into the breach as she has so many times since she came to live with us two years ago, Roxanne was named as our entry at Euro Auto.

Once again pulling out the trusty Rand McNally, I sat down at the dining room table, Tunnan nibbling at the corner of the book, as I cast about for a destination. I had planned to stop in Auburn, Indiana, on my way back from Colorado to take in the Auburn-Cord-Duesenberg Museum and some of the other museums in the Auburn area. Greenville, South Carolina, was not terribly far from Auburn, so I decided that we would head for Indiana after the Euro Auto Fest.

My friend Holly had agreed to parrot-sit for Merlin, and we agreed to leave Poppy and Ebba, the guinea pigs with Holly as well; Holly's three-year-old, Sofia, had fallen in love with Ebba and Poppy in July, and had been pestering Holly ever since about the two girls. Tunnan would not be traveling alone; Asta and Imogen would be going along to keep him company.

The critters made for a very full rear seat, and Roxie's trunk was filled with all the accoutrements to keep five rabbits and three guinea pigs happy and occupied on a ten-day journey.

We set out on 15 October and drove as far as Williamsport, Maryland. It was sunny and warm and the trip was without incident. We got up early on Friday morning and pointed Roxie's nose south...we were headed for the Swedish Garage in Charlotte so that we could get Roxie's oil changed. The day dawned grey and damp...we caught some rain in Virginia and a bit of traffic just before Roanoke. As we were heading through the Shenandoahs, there was a Corolla bearing Connecticut plates that had tried to share Roxanne's space...the driver appeared to be looking at her phone, but managed to pull back into her lane before merging with Roxanne. Just outside of the Roanoke city limits, we had to slow down for some road construction. I happened to glance in the rear view and saw the same Corolla bearing down on us.....apparently, the driver didn't understand that red brake lights meant that we were stationary. As I started looking around for an escape route, the Corolla driver woke up and realized that we were stopped, as were the 100 or so vehicles around us. I saw the nose of the Corolla dive and the car feinted right, miraculously stopping within feet of Roxie's rear bumper. As we got moving again, I saw the Corolla pull off into a rest area, presumably so that the driver could perform an underwear inspection and buy a windscreen mount for the cell phone that she seemingly could not ignore.

The fine folks at the Swedish Garage changed Roxie's oil and gave her a once-over to ensure that we would not be the cause of any traffic obstructions on the remainder of our trip.

As we entered Route 485, it appeared that most of the population of the Charlotte area was also hitting the road in the same direction in which we were traveling. It was a slow crawl onto the highway and then an even slower crawl down the road. About 5 miles after we got on the highway, we saw part of the reason for the three-mile-an-hour slog...a Dodge Charger had hit the back end of a pickup truck, shortening both vehicles considerably. We were able to pick up the pace and were soon crossing the border into South Carolina. Five miles from our exit, traffic began to slow down again and it was another mile-an-hour ride off the highway. Not a moment too soon we were pulling into the driveway of the Embassy Suites, headquarters of the Euro Auto Festival.

As we pulled into the parking lot, we were greeted by a cluster of pagoda-roofed Benz SLs, a Porsche 914

Through a Windscreen Darkly Cont'd

and a very loud Ferrari. We quickly unloaded Roxie, who seemed to sigh with relief after unburdening her trunk. Settling the guinea pigs in their run and the rabbits up in the room, I ran back down and gave Roxie a much needed bath. We headed off to the local Cracker Barrel for dinner, and then it was back to the room to settle the critters for the night and toddle off to bed, as we would be getting up very early the next morning to head for the show.

It was still quite dark and chilly when we headed for the show field at 7 the next morning. It had also gotten very windy. Roxie and I picked our way in the dark over the golf course that was acting as a show field. Pulling into our designated spot, the young fellow who helped us to our place complimented Roxie and noted that he was a long-time Saab admirer, even though he had never owned or ridden in a Saab. I busied myself with getting Roxie ready to show and watched as a group of Volvos pulled in and parked across the way from us. We were soon joined by Chris Dobbins and his sleeper '88 SPG. At a glance, the SPG could have been Edwina's twin sister, but one gander under the hood, and you knew that there had been some serious massaging going on to the engine of the car. Chris does land speed racing....basically, pointing the car's nose down an airport runway, pancaking the accelerator and trying to go as fast as possible in as short a distance. Chris was aiming for a speed of 175 MPH in the car...he had gotten her over 150 MPH, but would have to do some more engine tweaking to get to his goal. The SPG had once been Chris' wife's daily driver...and, without looking under the hood, appeared to be one of the 7000 or so SPGs that had traveled over the pond from Sweden from 1985 through 1991. Chris and his son had done all of the work themselves, and the car is truly a testament to their hard work.



All photographs by the author.

We were soon joined by a beautiful Beryl SPG from just outside of Atlanta; the car had been recently

acquired from the widow of the prior owner. The Volvos began to migrate to our side of the field.....the wind was blowing hard enough and at just the right angle that none of the hoods would stay up.

After having a bit of breakfast, I wandered the show field. There were several older Volkswagens on display; two Beetles (a '57 and a '61) and two old Transporters. There was also a Corrado VR6 and a few Golfs. Nearby, Porsches were pulling in by the threes and fours, mostly 911s, but there were also several very nice 356s in the mix.

Over in the Mercedes side of the field sat a drop-dead gorgeous '91 560 SEC. She was apparently one of a handful of SECs that had been modified by AMG...she looked pretty stock from the outside, but once you got a peek under the hood, the hand of AMG was obvious. The gentleman who owned her advised that she was probably as quick, if not quicker than, the modern-day E series cars that carried the AMG badge on their decklids. For comparison, a 300 CE that was about the same age was parked next to the SEC. The CE was very nice, but was all but invisible next to the SEC.

There were several nice British cars on the field as well. My favourite was the '70 MGB/GT, but there were two nice MG roadsters in residence; a '63 and a '71. Nearby in the Triumph section was a cheerful little Herald. There was also a Rolls Royce Corniche convertible that was once owned by Debbie Reynolds and Lucille Ball.

There were plenty of exotics on the field. A Lamborghini Gallardo was parked in close proximity to a Diablo, which in turn was parked next to several Ferrari Maranellos. And, over in a corner of the exotic field was a bright orange Spyker.

It was chilly but brilliantly sunny as we left South Carolina. I had never been through western North Carolina, and, as we crossed over the border, the landscape went from hilly to mountainous. We were traveling through the Great Smoky Mountains, and, with the fog rising off the mountains, it was a beautiful sight as we wound our way through the passes. The leaves were just beginning to turn, an additional treat. Passing through a tunnel, we entered Tennessee. Moonshine seems to be a pretty big business there; every third billboard advertised either a distillery or a place to buy it. We were soon out of Tennessee and into Kentucky, a nice place, if a bit bland, from where we sat.

Through A Windscreen continues on page 24.

Through a Windscreen Darkly Cont'd

Finally, we crossed over the Ohio River and entered Indiana. We traveled the highway and then took surface roads for a bit...we went through the pretty little town of Greentown, which had a downtown that could have been lifted from any number of movies and television shows. We were back on the highway and finally reached Fort Wayne in the late afternoon. After nine hours on the road, I felt as though I was still moving when I got out of Roxie to check into our hotel room.

The next day I was up and ready for the short ride to Auburn the next morning. Pulling into the parking lot of the Auburn-Cord-Duesenberg Museum, we were greeted by a new statue of Errett Loban Cord. Entering the museum, we paid our fee and wandered inside, entranced by the automotive works of art arranged on the beautiful old marble floors. The docent at the front desk noted that the light fixtures, imported from Italy, were all original as well.

There were Cord L-29s, Auburn Speedsters and 851 sedans, a Cord Beverly and several gorgeous Duesenbergs parked in the Art Deco showroom. One of the Duesenbergs was a very rare boattail speedster in orange with yellow accents. On the second floor, in addition to the Auburns and the Cords was a Ruxton coupe. When I visited the A-C-D back in 2012, I was lucky enough to see a Ruxton sedan. Approximately 500 Ruxtons were built between 1930 and 1931, and a handful remain. So, I feel especially lucky to have seen two of the survivors.

In addition to the cars, there were several clay models of the Cord Beverly and the L-29. There was also a reproduction of an Auburn idea car that was to be made out of wood and was designed in the manner of an aircraft by Gordon Buehrig; the original had been lost in a fire and the reproduction had been made by meticulously copying Buehrig's original design.

In an interesting exhibit, the A-C-D had John Dillinger's Essex Terraplane on display. The car had once been Dillinger's getaway car from one of his many crimes, and had been peppered with bullet holes. The body of the car had been repaired, but rumor had it that there were still bullets and casings in the car...and no, looking for said bullets was definitely not allowed.

After spending a few enchanting hours at the A-C-D, I went over to the National Truck and Automotive Museum, which is located right behind the A-C-D. I was fortunate enough to have the place all to myself. There is an entire wing devoted to toys and model cars and trucks...I saw several models that

are part of my small collection at home. I saw even more that I'd love to add to my collection. There were several dealer models in the collection...inexpensive plastic representations of the latest Detroit creations that were displayed in showrooms. I saw several Plymouth Belvederes, a few Chrysler Imperials and one or two old DeSotos, all from the late 1950s.

Heading downstairs, there was an eclectic collection of cars, trucks and automobilia. There was a '56 Imperial that looked like it rolled out of the showroom the day before. A '66 Charger next to a '67 GTO next to a '69 Buick GS Stage II. A '66 Satellite with a Hemi that looks like it could have melted asphalt standing still. There was a 1938 Dodge Airflow tanker parked next to a later Dodge tanker. There were several nicely restored International pickup trucks and a '48 Fargo, which was the Dodge truck export nameplate. And, over in a group of International Travelalls and Scouts sat a 1980 Scout II with 380 miles on the odometer.

Leaving the National, I couldn't resist parking Roxie in front of the circa 1930s gas station. I also got a picture of her parked in front of tourist cabins from about the same era.



We packed up and headed out the next day, deciding to forego any stops and driving the 800 mile ride home in one day. Backing into the driveway later that evening, I reflected on the trip. We had seen cars that spanned the 1920s to the present day, American cars, European cars and all sorts of other rarities. I had been to a few states which I had never before visited. We met all kinds of nice folks and enjoyed Southern and Midwestern hospitality. Truly, another great journey with many happy memories to keep us occupied until the travel bug tweaks us again with the promise of another adventure.

When she is at home, Linnea lives in the wilds of New Hampshire with her ever-expanding brood of Saabs.

The Long Run Cont'd

technical development center, the choice of 3 vehicles was finally made. Three silver colored Saab 9000s were selected.

Stipulatory race safety equipment i.e. full roll cage and 4 point safety belts were needed to be later installed in each vehicle along with fire-proof overalls and crash helmets for each driver.

The selected vehicles were allocated numbers 1-3. At night time, a number of small lights positioned on the inside of the each vehicle's rear quarter light were illuminated to give a clear indication to the timekeepers of the exact car that was passing. Experiences from the pretest showed that it was possible for drivers to be unaware that they were not driving at full throttle. This could be observed from longer lap times.

To assist drivers and guarantee that the throttle was always at 100% a warning light was activated on the instrument panel showing when the throttle was not in the wide open position.

The engine's exhaust gas temperature gives a clear indication and information of just how effective the engine is running. A lean mixture strength or incorrect ignition timing noticeably causes exhaust temperatures to increase and could lead to damage to the exhaust valves and the turbocharger's turbine. To monitor the exhaust gas temperature a temperature gauge was fitted to each vehicle, relaying valuable information to drivers.

All vehicles were manufactured according to the standard equipment level without a power-consuming AC compressor.

Once all initial checks and preparations had been completed at Saab in Trollhättan, the vehicles were finally ready for transport to Talladega in the USA.

Kenth Johansson was assigned responsibility for managing transportation of the vehicles and once all were safely secured on the car-transporter in Trollhättan it was time for the drive to Frankfurt airport in Germany where Lufthansa flight LH 468 was waiting to fly the vehicles over to Atlanta in the USA.

The vehicles arrived safely in Atlanta at 0730 on 4 October 1986, where representatives from NASCAR were waiting to ensure that vehicles were safely removed from the aircraft and loaded on to an awaiting car transporter for the drive to the Talladega Speedway in Alabama. Checks were also frequently made to see that all the stamped seals on the engines had not been broken during transport.



The Pit.

On 18-23 August 1986 a meeting was held at the Talladega Speedway to ensure that pit requirements were fulfilled. Attending the meeting were representatives from Saab and the three "Long Run" sponsors, Shell, Pirelli and Garrett.

From Saab in Trollhättan, Bo Swaner was assigned responsibility for the design, construction and general working amenities of the service Pit.

From Saab USA Steven Rossi, David Raney, and Mary Knowlton assisted in assigning carpenters, painters, electricians, etc., to build a fully functional service pit where the vehicles could be safely fueled and serviced and drivers could be changed quickly. The actual service pit was designed with a sloping roof to protect from adverse weather conditions and could comfortably hold 2 vehicles requiring service simultaneously.

The fuel for the test was supplied by Shell and was transported to Talladega in large tanker-trucks along with a separate pump capable of filling the test vehicles at a flow rate of 120 l/min. The vehicles' standard fuel tank (modifications to the filler-pipe was not permitted) took only 35 seconds to fill!

The service-pit was also equipped with compressed-air lines to drive the power tools and to quickly change tires etc.

To ensure that sufficient compressed air was available a large heavy-duty compressor was installed. With the adverse weather experiences we gained from the pretest, we knew that a diesel-driven generator which could be quickly started upon the event of an electrical power failure was also required.

The Long Run History continues on page 32.

Saab Services and Discounts

The businesses listed below honor a generous courtesy discount to all SCNA members on most Saab parts, service and accessories. This discount is off the regular everyday prices. Here's reason enough to be a member! Please present your membership card before service. Remember to say "thanks!" for their continued support of the Saab Club of North America.

California

BoJonsson's Foreign Car Svc - 10% Discount on Parts and Service

111 E 20th Avenue, San Mateo CA 94596
P: 650.349.3606
F: 650.349.3615

Svensson Automotive - 10% Discount on Parts and Service

3297 Mt. Diablo Boulevard, Lafayette CA 94549
P: 925.299.0720
F: 925.299.1578

The Swedish Mechanic - 10% Discount on Parts and Service

8797 Irvine Center Drive Ste D, Irvine CA 92618
P: 949.753.1575
F: 949.753.1577

Viking Auto Care - 15% Discount on Parts and Service

51 Auto Center Drive Ste A1, Irvine CA 92618
P: 949.951.1525
F: 949.951.5257

Colorado

Mile Hi Automotive - 10% Discount on Parts and Service

519 Lipan St
Denver, CO 80204
P: 303-595-4646
F: 303-595-0124

Connecticut

Mitchell Saab - 10% Discount on Parts and Service

384 Hopmeadow Street PO Box 127, Simsbury CT 06070
P: 860.408.6035
F: 860.408.6070

Saab Service of Milford - 10% Discount on Parts and Service

908 Bridgeport Avenue, Milford CT 06460
P: 203.876.8958
F: 203.882.4556

Florida

Dimmitt Saab - 10% Discount on Parts and Service

25191 US Highway 19 N, Clearwater FL 33763
P: 727.797.7070
F: 727.791.4308

Strictly Saab Inc. - 10% Discount on Parts and Service

Justin Duthie
2965 Ranch Road, Melbourne FL 32904
P: 321.432.2034
Email justinduthie@hotmail.com

Viggen Auto Performance LLC - 10% Discount on Parts and Service

Official Saab Service Center
Gary Hilberer, Saab & ASE Master Tech
895 34th Court SW, Vero Beach FL 32968
P: 772.778.9990
F: 772.778.1113

Email kingofsaabies@yahoo.com

Georgia

Jim Ellis Saab of Atlanta - 10% Discount on Parts and Service

5862 Peachtree Industrial Boulevard, Atlanta GA 30341
P: 770.454.3333
F: 770.454.6205

Illinois

Lombard Body & Fender Shop - 10% Discount on Parts and Service

Erin Jurecic, VP
27 E Willow Street, Lombard IL 60148
P: 630.627.8688
F: 630.627.8690

Indiana

Road Tested Saabs - 10% Discount on Service

Steve Bush, Owner
7830 New Augusta Road, Indianapolis IN 46268
P: 317.299.9177

Iowa

Meyer Garage - 10% Discount on Parts and Service

2687 480th Street, McIntire IA 50455
P: 641.737.2239
F: 641.737.2601

Maryland

Fitzgerald Saab - 10% Discount on Parts and Service

114 Baughmans Lane, Frederick MD 21702
P: 301.696.9200
F: 301.662.2756

Brewer's Saab - 10% Discount on Parts and Service

13815 Maugansville Road, Maugansville MD 21767
P: 301.739.0420
F: 301.739.8711

Massachusetts

Automotion (SQR Distributor) - 10% Discount on Parts and Service

846 Boston Road, Billerica MA 01821
P: 978.667.5373
F: 928.662.0052

Michigan

Trio Motors, Inc. - 10% Discount on Parts and Service

2501 South Center Road, Burton MI 48519
Sales: 888.903.2167
Service: 866.978.3505

Minnesota

Morrie's Saab - 10% Discount on Parts

7400 Wayzata Boulevard, Golden Valley MN 55305
P: 763.248.7860
F: 763.449.4273

Dana Motors - 15% Discount on Parts and Service

2046 Grand Avenue, Billings MT 59102
P: 406.656.7654
F: 406.656.7725

New Jersey

Cherry Hill Classic Cars - 10% Discount on Parts and Service

2000 Route 70 E, Cherry Hill NJ 08003
P: 856.424.5300
F: 856.424.5852

JMK Saab - 10% Discount on Parts and Service

345 Route 22 E, Springfield NJ 07081
P: 973.379.7744
F: 973.379.3896

Perrine GMC - 10% Discount on Parts and Service

2730 Route 130, Cranberry NJ 08512
P: 609.395.5599
F: 609.395.7757

New York

Albany Saab Shop - 10% Discount on Labor

129 School Road, Voorheesville NY 12816
P: 518.765.7700

Beck Saab - 10% Discount on Parts and Service

561 Central Park Avenue, Yonkers NY 10704
Sales: 914.963.5446
Service: 914.963.5458

Geneva Foreign & Sports, Inc. - 10% Discount on Parts and Service

Dan Fitzgerald, Owner
2787 Lyons Road, Geneva NY 14456
P: 315.789.4575
F: 315.781.2065

Ohio

Armandos Inc. - 10% Discount on Parts and Service

4340 Boardman-Canfield Road, Canfield OH 44406
P: 330.533.1944
F: 330.533.0091

Dave Towell Cadillac Saab - 10% Discount on Parts and Service

Timothy Towell, President
111 W Market Street, Akron OH 44303
P: 330.376.9600
F: 330.376.8724

Just Saab - 10% Discount on Parts and Service

15% Discount on Mail Order Parts
6950 Loop Road, Centerville OH 45459
P: 937.435.7222
F: 937.432.9267
6323 Madison Road, Cincinnati OH 45227
P: 513.527.4300
F: 513.527.4170

The Collection Auto Group - 12% Discount on Parts and Service

28595 Lorain Road, North Olmsted OH 44070
P: 440.716.2000
F: 440.348.2006

Oregon

Atomic Auto Repair – 10% Discount on Parts and Service
2510 NE Sandy Boulevard, Portland OR 97232
P: 503.969.3134

Freeman Motor Company – 10% Discount on Parts and Service
7524 SW Macadam Avenue, Portland OR 97219
P: 503.310.5555
F: 503.246.5182

Pennsylvania
Kelly Cadillac Saab – 15% Discount on Parts
1986 State Road, Lancaster PA 17601
P: 717.898.4000
F: 717.898.3805

Kunkle Motors – 10% Discount on Parts
RR1 PO Box 386, Dallas PA 18612
P: 570.675.1546
F: 570.675.7914

Scott Saab – 10% Discount on Parts and Service
3333 Lehigh Street, Emmaus PA 18049
P: 800.829.1877
F: 610.965.6905

South Carolina

Car Covers Direct – 10% Discount on Parts and Accessories
2020 Highway 11 W, Chesnee SC 29323
P: 866.818.9901

Tennessee

Saab of Memphis – 20% Discount on Parts and Accessories
7733 US Highway 64, Memphis TN 38133
P: 901.373.7373
F: 901.202.6666

Kelly Cars – 15% Discount on Parts and Service
2110 Chapman Road, Chattanooga TN 37421
P: 423.267.1104
F: 423.265.6938

Vermont

PJ's Auto Village – 10% Discount on Parts and Service
2073 Williston Road, PO Box 2031, South Burlington VT 05403
P: 802.862.0875
F: 802.658.0025

Other:

Covers Direct 10% Discount on Parts
2030 Highway 11 West, Chesnee, SC 29323
Phone: 866-818-9091
Web site: www.carcoversdirect.com

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You don't have to be a great writer - just get it down on paper or your computer and send it in. Photographs are also welcome. Story ideas include interesting information about your car, upgrades and modifications, historical highlights and human interest, among others.

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Nov/Dec issue: October 1

E-mail submissions to sbprods@optimum.net.
Mail hard copy and photographs (make sure to note if you want the photographs returned) to

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Car Care

R.L. Smith Sales, Inc. – The Growing Saab Service Center in Upstate New York

This is the third of a new series of articles about those who care about the Swedish brand enough to focus on the repair, service and sales of Saab cars even as others have moved on. The point is to let those who continue to enjoy the individuality and great value of the cars to know where these unique shops are and what they offer.

Back in 1950 R.L. Smith Sales, Inc. was established about 4 miles from downtown Albany, New York, by Robert L. Smith and his father, Joseph H.B. Smith. The business was operated adjacent to Robert L. Smith's house, which stands on the property to this day. The used automotive sales company included sales of cars coming off lease agreements.



A view of the front of the main service building. All pictures by courtesy of R.L. Smith.Sales, Inc. All photographs provided by the author.

Greg Smith, the third generation of the family involved in the business, says he always admired the distinct personality of Saab cars. As a result, in the early 1980s, R.L. Smith Sales started buying more Saabs to sell. Greg Smith had worked in the business part time during his teen years and full time since graduating from Northwood University in 1986. Greg's first Saab was a 1980 900 Turbo.

The business grew and in 1994 Greg bought the business from his father. Greg sought to include service and parts for the cars, since that was not being offered on site. In 2002, he began planning for a service center in a separate building across the street from the used car dealership. Greg worked with Keith Lorette, who was a seasoned master Saab technician. R.L. Smith Sales built the new building and leased it to Lorette, who initially ran the Saab repair business under his own name. The focus was on Saab and Volvo cars. A few years later when the lease was up, Keith realized that the business had grown

beyond his expectations. Greg then took over the operation of the service business and has run it under the R.L.Smith Sales family business name since then.

While the business focus used to be on only Saab and Volvo cars, since 2014, Volvo service is no longer offered for new customers but those pre-existing Volvo customers who still drive their Volvos continue to be serviced. For new customers, R.L.Smith focuses on Saabs, with the exception that they sometimes service other cars owned by Saab customers. They offer service on all Saab models including the 9-4X, 9-7X and the classic series.

In late 2012, Greg was approached by the North American Saab organization (now Orio) for the possibility of an Authorized Service Center. In August 2013, R.L. Smith Sales was awarded the franchise after a review and application process. Since then Greg's business has flourished at a time while various New York state Saab dealers have closed up shop or dropped the brand. While the dealership is in the Albany NY area, there are customers who come the distance from Syracuse to the west, downstate areas including Manhattan, the Adirondacks and sometimes from Connecticut.

R.L. Smith Sales currently has six full-time employees and several part-time weekend employees. The service staff are all factory-trained individuals who previously worked at former Saab dealerships. The business also includes the renting of U-Haul vehicles and trailers. They offer 2 year 24,000 mile parts and labor warranty on all service work.



Greg Smith, owner of R.L. Smith Sales.

Greg indicated that they have just over 3000 active service customers. While the number of

Car Care Cont'd

Saabs on the road is naturally decreasing, he said his customer list seems to be growing – perhaps since other dealers have closed. He is pleased that his used Saab sales levels have been very steady. He searches the entire country for low-mileage Saabs. When he recently found a 2008 9-3 sedan with only 12,000 miles, it sold instantly. In September he found a 1997 9000 Aero stick from California with 41,000 miles which may be sold before this article goes to print.

When asked about challenges in the Saab business, he mentions parts availability for the new generation 9-5 models. The tail lights and trim parts are difficult to obtain. Orio is always looking for alternatives for suppliers and Greg feels they stand behind the cars. R.L. Smith has sold many new 9-5s that he purchased at the Newark, N.J. port auction a few years ago. Greg feels a responsibility to his customers to keep those cars in service. As a last resort, Greg has been able to source certain parts at the local Buick dealer when Orio is out of stock.

Walking around the grounds of R.L. Smith on a Saturday in August I counted about fifty Saabs. Some were for sale, more were customer cars, and a large collection beyond the building were in reserve for future parts sourcing or repair. The collection included a mid-1960s 95 wagon for parts. Greg owns a really

nice low-mileage 1975 99LE green four door and a 2009 9-5 wagon with over 200,000 miles on it.

Regarding Saab loyalty service and ownership, the percentage of older models (pre-2000) that they repair and sell parts for is about 30 percent. A customer purchased a 2004 9-5 from them in 2004 with 7000 miles on it. That car currently has 402,000 miles on it and Greg doesn't think they guy will ever stop driving that car! Those folks who hang on to the cars are very loyal to the brand as well as to R.L. Smith. Greg is delighted to have such a good base of loyal Saab customers. He feels that the Saab driver is different than any other and his firm operates the same way. His customers are his friends!

R.L. Smith Sales is located at 466 Hays Road, Rensselaer, NY 12144. The phone number is (518) 463-1263.

Roger S. Harris, the author of this series, is a life-long exclusively Saab owner who lives in Western Massachusetts.



Nevs News

NEVS

By Karin Olander

The Saab sign on the roof is gone, the plant is at a standstill, but Nevs (National Electric Vehicle Sweden) in Trollhättan employs more than 900 people.

Even with a loss waiting while the company continues to grow, how does the equation come together?

After the defense group Saab said no to letting the electric car company use the Saab name, the classic four letters at the main entrance was taken down.

The rest of the signs that recall the vehicles previously built should be removed before the year is out.

The production of cars has not been in operation since May 2014, and reporters are not allowed into the factory at this time, but Nevs says that everything is kept running smoothly.

The most life is in the technical center. Nevs has nearly 700 employees in Trollhättan and 230 consultants. The company is recruiting for more employees. 30 positions are advertised, most engineers in the electronics and software area.

The loss of the first four years (2012-2015) of production is almost 2.2 billion with sales of over 200 million according to the annual reports. In the reconstruction information from last year NEVS went out last August with debts of over 300 million crowns.

The largest shareholders are National Modern Energy Holdings (43 percent) and Tianjin development area Tianjin Binhai Hi-tech (30 percent) and IT provider SRIT (27 percent.) Nevs has a joint venture in China for the development and production where Nevs owns half and the remaining partly owned by the Chinese IT companies Teamsun and SRIT.

Nevs also owns 50 percent of the vehicle manufacturer New Long Ma of China. The Bank of China has issued a credit of about SEK 13 billion.

With 700 in Trollhättan and 230 consultants, there are also approximately ten employees in Tidaholm where Nevs has taken over a subcontractor. In China, there are 120 in Tianjin and 30 in Beijing.



Martin de la Vega, director of battery development, Hans-Martin Durlinghof, director of electrical systems, Christian Brom Anderson, manager of electrical and mechanical architecture and Michel Annink, Mobility Manager - as well as a test car of Nevs 9-3. Photograph by Bo Håkansson.

Last year, the personnel costs ran to SEK 260 million. With nearly double the number of employees, it can be assumed that this year's cost runs to at least half a billion just for staff.

CEO Mattias Bergman was asked how it all goes together.

"Today we are entirely funded by the owners, but we will increase debt and borrow money in China as we move into a more intensive investment phase," he says.

The company expects to complete the factory building in Tianjin next year and start production of the first electric car. It is based on the Saab 9-3, a model that came back in 2002, and will be sold in China under the name Nevs 9-3.

The idea was that the Trollhättan factory would also be set in motion for the production of bodies and it would employ 200 car builders. The plans have changed. The plant in China will now make its own bodywork and painting.

Bergman was asked if it was pressure from the city of Tianjin who was behind that decision? "No, in dialogue with the authorities in China, we understood that it was necessary to get the necessary manufacturing licenses," says Mattias Bergman, who sees no risk that the Trollhättan factory becomes redundant.

"It is necessary to support the factory in China, including the chassis. And when we have the next generation of cars will be manufactured here for the European market."

Nevs News Cont'd

"We call it the War Room or situation room," says Frank Smit of the room where everything around Nevs electric cars to China and Turkey are checked continuously.

As head of both Turkey and China project, he is a key figure in Nevs. Originally, the Dutch, but speaks fluent Swedish after living here since 2002 when he started at Saab Automobile. Before that he had been on several other bilbolag as Nissan, Mitsubishi and Hyundai.

When Saab crashed in 2011, he worked there and helped in bankruptcy and then went into Nevs. First as head of the first car project when the factory produced gasoline-powered Saab 9-3. After only around 450 cars, it was short on funds, and the production was stopped in May 2014.

The company's future was highly uncertain and it was forced into a restructuring. With 1.7 billion from the new partner, Tianjin City, was able to continue. Additionally, decided Turkish government to develop a national car using Nevs and purchased the IP rights to the old Saab 9-3.

No wonder the room where they are involved in the various bilprojekten collected several times a week called Tianjin. The walls are lined with prints on the projects. Numbers, colors and codes which says much for the skilled.

"I'd be lying if I say that everything is going according to plan. It never does. But there is nothing strange. We can only parry it," said Frank Smit quiet.

Right now about 140 Nevsanställda committed in Turkey car. They work with about forty people from Tübitak which is Turkey's Scientific and Technical Research Council.

"Since the car to breathe and feel Turkish, it is very important that we have with the people who know the country," said Frank Smit.

Regarding production, the Turkish government envisaged a collaboration with an industrial partner in Turkey.

Most of the employees at Nevs working with China car, which like Turkey The car is based on the old Saab 9-3. In the first stage is about delivery to a few large customers, who will use the cars as company cars and bildelningstjänster.

"The utilization rate is higher than that of a privately



Frank Smit, Nevs Photograph by Bo Håkansson..

owned car, which creates challenges for us as among other things, on how long the batteries will last. We try to find an appropriate economic balance," says Frank Smit.

China cars will be built in Tianjin, near Beijing, where the new plant would be completed in May next year, but after the decision to expand the factory, it will take until the end of the year. The cars will then be certified. By summer 2018 Mattias Bergman believes that the first cars to be sold under the name Nevs 9-3 delivered.

According to SaabsUnited, The single most photographed sign in Trollhättan, the Saab sign by the north gate of the Stallbacka plant, is going to be donated by Nevs to the Saab Car Museum. This since Nevs are mounting their own new sign in place, but they still care for the Saab car heritage and wish to preserve the Saab sign.



The Long Run Cont'd

In the pit area a mobile trailer was used as an office and a communication center. Radio communication to and from the cars was also installed, permitting important information to be quickly transmitted to drivers. It was also here that number of laps and lap times were officially recorded.

In the drivers' rest area there was also a trailer including catering facilities, etc.

Each vehicle was allowed to carry spare-parts weighing a total of 5% of the total vehicle weight plus 20 kg. In our case 87 kg was allowed. The spares were packed in an aluminum box anchored to the floor panel under the rear seat of each vehicle.

Prior to the start of the test a list of selected spare parts and their respective weight was sent to NASCAR who later inspected the parts upon their arrival at Talladega.

It is important to note here that each vehicle started the test as an individual vehicle. This meant that spare parts assigned to one particular car could not be used for any other car.

The choice of spare parts was therefore given careful consideration. The main criterion for selection was that only components that couldn't be repaired should be included.



NASCAR representative checking that spare parts were in accordance with each vehicles list of spares.

Examples of such components were: Electronic ECM, Alternator, Electronic relays, Wheel-bearings, Turbocharger, and Cylinder head.

An exception was made for larger components, e.g., exhaust system, windscreen, etc., which remained at the pit area.

As mentioned earlier the FIA appointed NASCAR as the controlling body and vehicles were required to follow the regulations set by FIA.

Each vehicle was originally required to have transponders registering completed laps and lap times. This equipment would however cease to function should a loss of electricity in the Pit area due to thunderstorms, etc., be encountered. This led to the decision to measure lap and lap times manually. Three lap counters, one for each car and one in reserve at the control tower, were needed during 24 hours.

In total NASCAR had 25 controllers involved in the control and followup of vehicles in the pit area.

The NASCAR controllers were indeed kept very busy throughout the test. The data from three vehicles driving in excess of 1000 laps per day demanded extremely high concentration and close involvement of them so that lap times were correctly registered.

At the start of the tests we had a feeling that NASCAR's representatives had their doubts about our being able to complete the test. We could hear them saying "this won't take long" and "It will be all over within a week" and "There isn't a vehicle in the world that can be driven flat out for 100,000 km on this speedway."

After all the preparations it was time to start the challenge. At 0800 on 7 October 1986, Les Richter waved the starting flag to the first test vehicle and I was behind the wheel.

It was very important to get a good start. The first record distance was a relatively short 10 km covering barely 2 laps of the 4.28 km-long race-track. Our target was from a standing start to reach an average speed of min. 200 kmh. This was achieved with a measured vehicle speed of 202.798 kmh.

Before the vehicle returned to the pit for the first time, the highly acclaimed International record for standard vehicles during one hour of driving was also broken at an average speed of 220.449 kmh.

Our chase for more records continued and during

The Long Run Cont'd

the first 24 hours of driving 13 International distance and time records had been broken. These records were noted as both Swedish and American: Swedish in the fact that the records had been broken using a Swedish-manufactured vehicle and American in the fact that the test took place in the USA.

The two remaining vehicles later started the Long Run placed 20 minutes apart from each other. The cars were performing like clockwork.

The driving schedule that was determined from experiences from the earlier pretest functioned perfectly in respect to fuel tank filling and tire changes. Fuel consumption was measured as being 27 liters / 100 km and it took an hour of driving to empty the 60-liter fuel tank. Subsequent filling of the fuel tank in the pit took only 30-35 seconds to perform, thanks to Shell's well-trained staff.

Concerning tire-wear: During the pretest it was already noticed that wear was occurring most of all on the inside of the left front tire. We estimated that the total tires that were going to be needed during the whole test could be significantly reduced

by switching the front tires with each other. After 6 hours of driving the front tires were switched and then replaced with new ones after 12 hours of driving. After 24 hours of driving the rear tires were then replaced

At Talladega the gearbox is subjected to very special loadings which place high demands on internal components and lubrication.

The only gear changes that took place during the test were when drivers left the pits after refueling. Here the drivers accelerated quickly through the gears until 5th gear was engaged. After this there were no more gear-changes needed until the next pit stop.

The Saab 9000 gearbox was designed not to require any oil changes throughout its normal service life

Look for the concluding part 3 in the next issue of NINES!



Start of The Long Run at 8 AM, October 7, 1986 .

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President's Letter

Dear SCNA Members,

Throughout the holidays and into the New Year, we can often become nostalgic as we reflect on the things that we have and appreciate. At SCNA, we have loyal members and we thank them for their contributions to *NINES* and to the annual conventions. No matter where we hold SOC, local Saabs and Saab enthusiasts join those who come from farther away to meet and talk cars with each other. I appreciate the generosity of Saab owners, and their willingness to share their parts, knowledge and elbow grease with other owners. This past November, Tom and Patti Donney opened their showroom, garage and home to SCNA board members and friends as you will read in this issue. Tom's amazing collection and his commitment to preserving the Saab brand inspire us all.



I would like to take this opportunity to thank the many mechanics who help keep our cars running. While some cars are resting for the winter, others are still being put to everyday use. I just had a serious problem with my 97 900 Talladega, and my local mechanic was able to obtain a used part and have the car up and running within a week. There are still thousands of Saabs registered in California alone, and we look forward to seeing more West Coast Saab's at SOC 17 in Pomona. We are likely to see some well preserved, rust free if not sunburned cars. Most importantly, we will meet and hear from some of the independent mechanics who have worked for years to keep these vehicles running strong.

Thank you for being a part of the Saab community, and have a safe and enjoyable 2017. I look forward to seeing you at SOC 17, August 17-20 in Pomona, CA.

Thank you,

Sanford Bogage
President, SCNA



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My Way On the Monterey Peninsula

by John Kuhn Bleimaier

*I've lived a Pebble Beach weekend that was full
I've traveled each and every Monterey Peninsula
byway*

*And more, much more than this
I did it my way...**

**(with apologies to Frank Sinatra)*

We all tend to see the world through sunglasses pigmented to filter out that which we do not choose to observe and to enhance our view of objects of particular interest. That's a good thing because there is so much out there in this world that, in the absence of selectivity, we would surely experience sensory overload and just turn off the external environment. Certainly this applies to the Pebble Beach classic car weekend. There is so much to see and to do relating to the collector car hobby that even the most dedicated automobiphile could spin a bearing and go into cardiac arrest unless he or she focuses on some special interest.

For me the Pebble Beach weekend starts with the classic car drive-by commencing just after dawn on Thursday morning and concludes with the legendary Concours d' Elegance on Sunday. In between, I take in the Monterey Motorsports Reunion at Laguna Seca vintage car races, the Legends of the Autobahn German car event, the Porsche Werke Reunion, The Motorsports Event at Quail Lodge, the Concorso Italiano Italian car show and the classic car auctions put on by RM Southeby, Gooding, Bonhams, And Rick Cole, as well as Russo & Steele. That's a wagonload of activities, but then throw in the myriad little happenings like the cocktail party organized by Jay Leno in honor of Alfa Romeo or the reception of the Automotive Fine Arts Society. Furthermore, just walk down any side street in Carmel or Monterey; pull into any parking lot and you may find yourself cheek by jowl with a Frazier Nash, an Isotta Fraschini or a Borgward. Selectivity is a lifesaver.

I have always been a fan of unusual European cars. When I was a kid, back in 1965, my parents were choosing between a type 96 two-stroke, bull-nose Saab and a finback 190Dc Mercedes Diesel. The Diesel won out in the contest for their affections and I still have that compression ignition screamer in my barn today. But, a couple of years back I purchased a '64 Saab, so that two-stroke locomotion is still an object of my particular attention. The common element here: I like to smoke the opposition (tailgaters, beware).

Right off the bat may I say that BMW, Delahaye



All Photographs by Marina Pushkareva.

and the 1966 Lemans-winning Ford GT40s were featured this year. A magnificent Pininfarina-bodied 1936 Lancia Astura Tipo Bocca won best of show. Seeing these particular magnificent cars, without more, would have more than amply justified the 6000 mile round trip journey from my farm in New Jersey to the Monterey peninsula. But I choose to particularly concentrate my attention on the unusual cars which uniquely piqued my fancy. These were not the most flashy, powerful or expensive conveyances to be espied on the peninsula.

Once again this year the honor of Trollhättan was defended on the track at Laguna Seca by Paul Perry's 1960 Saab special. As regular readers my recall, last year Paul set such a blistering pace in his run group that an XK120 Jaguar ran off the course trying to keep up. Alas, this year Paul was a "DNF," as his two-stroke screamer threw a rod during practice. But it is always a thrill to see the Swedish contingent grouped among the super classics on the roster at this exalted venue.

At the Legends of the Autobahn, among all the German cars, I was captivated by a 1956 DKW two-door sedan with Golde furling canvas sunroof. This motorcar was powered by an 850 cubic centimeter displacement two-stroke engine which shares many design features with its Saab contemporaries. As was



My Way cont'd

proudly noted on the DKW's curvaceous flank, a three-cylinder stroker produces power equivalent to a six-cylinder four-cycle engine. The canvas sunroof on this DKW made the sedan particularly elegant. My very own 1964 Saab happens to have a Golde ragtop as well.

Cars of under one liter engine displacement are particularly exciting, the more so when they have performance pretensions. At the Concorso Italiano my attention was centered on a 1959 Fiat Abarth with coachwork by Zagato. This diminutive competitor featured a four-cylinder Fiat block with head and other technical upgrades designed by the Austrian-born tuning wizard, Carlo Abarth. Traditionally, Abarths and early Saabs have competed in the same racing class. While the Abarth has a four-stroke 850cc engine, its strong suit is its light weight body work and advanced aerodynamics.

At the Porsche Werke Reunion I zeroed in on the quirky 1952 Glockler and the Porsche 914s. Glockler was a custom-built Porsche 356 variant which managed to render the slippery factory shape even slicker. As for the mid-engined 914s, the base Porsche



914 model sported a Volkswagen mass-produced engine in a Karmann coach-built body resulting in an extraordinarily sweet-handling sports car at a modest price. Saab also had built a couple of series of special automobiles with engines sourced from the mass market in order to produce an affordable, enthusiast car without investing inordinate funds on mechanical research and development.

Now at the vaunted Concours d' Elegance itself, on Sunday of the Pebble Beach weekend, the array of unique, historic autos is literally staggering. Consider Aston Martins from Great Britain clothed in Italian haut couture coachwork; a French Voisin from the interwar period with wings (fenders to us Yanks) inspired by aircraft; a 16-cylinder Marmon representing one of the largest-displacement passenger cars built in North America, the traditional home of the big block. But

as a jaded Pebble Beach aficionado these are not sufficiently exotic to fully rivet my attention. It takes a classic Diesel-powered Indianapolis 500 contender from 1934 to turn my head. Consider a compression-ignition-powered racecar built by the legendary Clessie Cummins which managed to run flat out at the brickyard without ever having to stop for fuel. That's an engineering tour de force!

With all the opportunities to come home with new toys from the Monterey peninsula during that special weekend, it's hard not to drop a few million at the auction venues. It has been said that the way to make a small fortune in the world of classic cars is to start out with a large fortune. For whatever reason, I have never bought a collector automobile from under the hammer. But I did not come home from Pebble Beach empty-handed.



At the exhibition of the Automotive Fine Arts Society the world's foremost painters who specialize in motorcar-themed pictures show their latest works in a magnificent pavilion in front of the Lodge at Pebble. This is one of the "must do" activities of the weekend. I particularly admire the works of Charles Maher, Stanley Rose, John Francis Marsh and William Motta. This year a special guest artist from Japan was exhibiting some unique works of art. Makoto Ouchi specializes in pictures of significant vehicles which provide unique insight into the automobiles' mechanical underpinnings. I could not tear myself away from the wall where Ouchi's works were on display. Presenting aesthetic and technical excellence in a single creative work is absolutely mesmerizing. I could not leave the Automotive Fine Arts Society pavilion until I had purchased Makoto Ouchi's masterpiece depicting Eric Carlson's 1964 Monte Carlo Rallye-winning Saab 96. It now hangs in a place of honor at Falkenhorst, my old farmstead in Hopewell, New Jersey.

Classified Ads

NINES CLASSIFIED AD RATES:

Ads offering Saabs or parts for sale, or wanted, are available to members and non-members. Ad rates are for 25 words EXCLUDING your name, telephone number, address, etc. Extra words are charged at \$1.00 per five extra words. Classified ads MUST be prepaid. Ad rates are as follows:

TYPE OF SALE	Members	Non-members
CAR	\$ 10	\$ 15
PARTS	\$ 5	\$ 7.50
WANTED	\$ 2	\$ 3
COMMERCIAL	\$ 15	\$ 15

DEADLINE: 25th of every odd-numbered month for inclusion in the next issue.

Mail ads with full payment to:

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NINES can also place your ad on The Saab Network (Internet classified ad) for you. Your NINES classified fee covers listing in both locations: \$30 for cars, \$20 for parts, \$15 for wanted, for up to 150 words (on the internet.)

Autos for Sale

2000 9-5 Aero.

Color: Silver Metallic - Trans: Automatic - Mileage: 165,000 - Price: \$6000.

I am the second owner and bought this car from a Saab dealer in Kansas City with 971 miles on the odometer. Meticulously maintained by Saab dealer and later by Saab technician in accordance with manufacturer's recommendations. All maintenance records from new available for review. No performance issues, runs great. Excellent condition throughout. Paint in excellent condition. Exterior has no dents whatsoever. Rust free. All exterior trim intact and in perfect condition. Black leather interior is in excellent condition-no cracks or tears. If desired, can email copy of original sticker. Extra cost options include automatic transmission, front and rear heated seats, BBS alloy wheels and silver metallic paint. BBS wheels refurbished in 2015. Totally stock. No modifications except Brembo brake rotors. Two minor accidents over life of car. Body work done at Saab dealer. Everything on car functions including data displays. Always garaged and owner is a non-smoker. This is my second Saab. Bought new BMW 228i so this car must go. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#16112114831jbeas> Contact: Jim Beasley, Tulsa OK Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=16112114831jbeas> Phone: 918-691-4187.

1996 900 S Convertible.

Color: White - Trans: Automatic - Mileage: 72,000 - Price: \$5700 OBO White/Black Top/Gray leather interior. Car has 2.3 I4 with automatic. Automatic has sport and winter settings. AM/FM Casette, PW, PB, ABS, Air Bags, heated seats. This car is like new condition, no accidents or rust. It has the original Saab floor mats and tools with the white gloves. It is so nice that the door and trunk latches show no wear. The hydraulic driver's seat is in working order and does not fade. It may well be the best 900 S in the country and is ready for show or go. Please contact me for more information.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#16111090831eedwa> Contact: Ernest Edwards, Lynchburg VA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=16111090831eedwa> Phone: 434-219-4506.

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Books and Service Manuals.

More than 200 different titles of factory original Saab manuals available for sale. 9-3 shop manual, \$35. 9-5 shop manual, \$35. 9000 shop manual, \$35. 900 (1979-1998, please specify year) service manuals, \$15 - \$48. Earlier models also available. See www.books4cars.com or call 206-721-3077 or toll free 888-380-9277. Alex Voss, 4850 37th Ave So, Seattle, WA, 98118.

9000 CSE Parts.

5 Ronal directional alloys - 4 with almost new Yokohama YK 580S \$500. 1 red ignition cassette \$75.00 Parts are in south Jersey. Call Joe (212) 260-0113. **PLEASE NOTE CORRECTED TELEPHONE NUMBER!**



900 Convertible and Late Model 9-3 Parts.

Parting out 3 late model 9-3's as well as what is left of my 900 convertibles. Parts include wheels, doors, door glass, headlamps, taillights, bumpers bumpercovers, direct ignitions, fuel pumps, fenders, seats, small items such as mouldings emblems, driving lamps, headlamp assemblies xenon and halogen types, radios, cup holders, computers, abs modulars, turbos. All items are priced at 1/2 off new or less depending on availability. Call my cell for better documentation and I will try to help Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#161214russp> Contact: Russell Parsons, Chester VA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=161214russp> Phone: 804-400-6196.

Professional Perspective Cont'd

to allow the product to reach the tight areas. This product is very thin and will penetrate well but it definitely makes a mess so use it sparingly. You can always apply again if you don't think the coverage was adequate.



The repair implements.

I don't know what caused the door to have the rusty spot but when I worked on the tail gate I found that a piece of tar paper-looking stuff had come off inside the gate and had fallen into the bottom of the gate and plugged the center drain

hole. I used the same procedure for the tailgate repair as the door repair and it came out well. I am pleased to say that neither of these repairs is visible from the outside of the car so if the paint does not match perfectly or my job is less than the factory appearance, it does not matter. The repair just has to be serviceable. I don't want to have holes to deal with in the future.

Be sure to inspect your car carefully to be sure there aren't areas that need attention. If you have some spots like my Aero, don't be afraid to give the repair a try.

In the next issue of *NINES*, I am planning to write about the rust in my 2001 Saab wagon under the spare tire compartment and the dog legs. As you probably know, these are two very common rust spots on 9-5s in the Rust Belt. Another surprise is coming which I will share with you and I will be patient as I strive to preserve my Saab.

For many decades, Chuck owned and operated a sales, service, auto body and parts facility specializing in Saabs.



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