

Nines

The Saab Club of North America Magazine

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Saab Owner's Convention

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Editor's Notes:

Winter has taken hold, but there are signs of spring. NEVS has announced that it has a vehicle production license (see page 20) and the usual harbinger of spring, the Saabs@Carlisle event will take place on May 19 - 21 (see page 24 for all the details.)

This issue completes our coverage of Saab's long history of The long Run, which was celebrated at the Saab Owners' Convention 2016. Which now allows us to turn our attention to the SOC 2017 in Pomona, California August 17 - 20. Start making your plans now!

And remember to use the information provided to you as a member of the Saab Club of North America to keep your Saabs running! Tell your friends! Sign them up for the club!

The cover photograph is from The Saab club of Belgium. They held a special meeting (see page 37 for the details). Photograph by Peter Vanhulle.

Letters



Hi, Mom!

My mother is a huge fan of Saabs and I would like to join the club for her for Christmas. I live in New York and was wondering if I join today is there anyway I could pay to have the lasted and maybe a back issue of your magazine sent to me in time for Christmas?

Cheers - David Izzo
Ballston Spa, NY

Ed's note: Done!



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Letters cont'd

Thanks for Renewing!

Hey Seth, I just sent my updated membership form in the mail today, Thank for all you and the staff at the *NINES* do. Wishing you all continued success in the new year. Thanks again !

John Hagan
Huntington Valley, PA

Thanks for Renewing, Two!

I hope you are well and enjoying your life and your Saab(s). After a long hiatus I am renewing my membership with the Saab Club - looking forward to the magazine!
I currently have a 2007 9-3 2.0 turbo as my daily driver. It has just over 130,000 miles and runs fine. I think it's a great car - too bad the company went under, at least as we remember it. I also have two Saab 96's that are "awaiting restoration."
Glad to see that you are carrying the banner forward!

Allen Julier
Carmel, NY



Allen's 96s may not look like this yet, but someday . . .



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From the Archives

By Bruce Harbison

This month's archives article comes from two past issues of *NINES*, #178 dated February 1989 and #181 from May 1989. Both articles were written by Tim Winker who was editor of *NINES* at that time. The first of the two articles is titled "Base Doesn't Have to Mean Boring."

As Bob Sinclair pointed out at last year's National Saab Owners' Convention, Saab is not in the business of selling cars, but rather high-priced toys. Due to higher costs of production, Saab-Scania cannot compete in the economy car market, so their chosen niche is the mid-to-upper-price brackets. The 16-valve engine in the base model follows that reasoning.

You may recall that my primary transport is a 10-year-old 99 GL. Since '79 was the first year of the 900, the 2-door 99 GL was the cheapest Saab you could buy then. The cheapest '89 Saab is a vast improvement. The engine has plenty of pulling power, almost like a turbocharger the way it comes on. I had a little trouble getting used to the 5-speed gearbox, which seemed notchy after my 135,000 mile 4-speed, but I was getting the hang of it, and loving it after a few days use. In addition to the 4-valves-per-cylinder power plant, the '89 base model has the better suspension that previously came only on the S and Turbo models. That means high pressure gas-hydraulic shock absorbers at all corners, and front and rear stabilizer bars. Brakes were upgraded last year to the same as the 9000-vented discs at the front, solid disks rear, and the hand brake now operates the rear wheels (a feature I particularly like since it is easier to slide the rear end for rally-style driving).

Other standard features of the trip 900 include an 80-watt Clarion AM/FM stereo/cassette system with electric antenna, air-conditioning, a central locking system, tinted glass, and the famous heated front seats. If you must have cruise control, a sunroof, power windows, a front console, electrically adjustable and heated outside mirrors, alloy wheels and a temperature control dial for the drivers tush-warmer, look to the 900 S.

As a Famous Automotive Journalist, Phil Berg (my rally partner in California) gets to drive a different car about every week. It's usually something recent from one of the Japanese manufacturers. He had a new Honda Accord while I was there, a nice car, not as solid as the 900, but it features some nifty amenities like cup holders, coin holders and electric windows. Phil much preferred the Saab to other cars he had driven lately. Quite an endorsement for a model that's been around for 10 years, and whose basic design

goes back another decade to the 99.

Our example of an '89 Saab was not perfect, however. The plastic piece behind the driver's door release fell off with 750 miles showing on the odo. The parking brake light didn't work when the brake was on, though it lit up when starting the car. The fan switch was non-functioning also, but the fan worked at full blast with the selector dial in the MAXIMUM position.

Another problem which was of more concern apparently had to do the fuel system. It manifested itself as hard-to-start, hot or cold, and an occasional stumble. Ultimately the "Check Engine" light came on for a few miles, and then everything seemed to return to normal operation. The hard starting problem was still there, and I'm told that many new Saabs have the same symptom, possibly due to the Climate Adjusted Emissions Control System. It would have been at the top of my list for the 1000-mile checkup.

One item which I did not like at all was (were?) the headlights. I am used to the Cibie H-4s that are on both my 99's, and I expected the aerodynamic composite headlights to be slightly below those, yet better than plain old sealed beams. The pattern on low beam is awful, with two slivers of light running a little way ahead of the car. I had expected some flooding of light since the lighting engineers have been given a little more to play with, but this is a step backwards. I didn't get to try the high beams as night driving was limited to L. A. freeways.

All in all, the base 900 package is a wonderful enthusiast's car. It's a reasonable combination of utility and fun, and in the silver 4-door we drove, a real sleeper, a true 'stealth' car. Who needs a Turbo? This ordinary looking sedan is a great way to surprise GTI and CRX drivers.

At nearly \$18,000, the bottom-of-the-line 900 is further out of reach of those who bought new 96s, but Saab has not had a big problem selling everything it could make the past few years. They must have the right product as now there is more demand for Saabs than there was in the 93, 96, and 99 days.

Putting Your Money into a CD

Driving in a car like the 9000 CD tends to give one an attitude—if you don't have one already, that is. There's something about the aroma of the leather interior, the hands-off Automatic Climate Control, the multi-adjustable electric seats, electrically adjustable (and heated) mirrors, electric window lifts, electric defrosting fans in the rear doors, electric seat warmer,

From the Archives cont'd

electric everything. You feel that if folks aren't staring at you in this Swedish luxu-cruiser, it's their loss.

Charlie Huebner at Morrie's Imports in Minnetonka, Minnesota, was kind enough to loan me a CD for a few days evaluation. The particular vehicle was a model 034M, Rose Quartz 5-speed with 1800 miles showing. This was a no-options car, meaning that leather was standard.

As has been pointed out too many times before, your editor is kept humble by piloting a 10-year-old 99. The switch to Saab's flagship was a revelation. I found myself shopping for new threads, taking friends out to dinner and putting it on a credit card, parking away from any other vehicles in the lot. I also found myself leaning harder on the accelerator pedal than I do in the 99s (or maybe I just noticed the response more in the CD). Everything is so smooth and quiet while driving down the freeway that is easier to exceed 65 mph.

Speaking of acceleration, turbo-lag was non-existent. I remember it being there on the early Saab turbos. The naturally-aspirated 90016-valve I drove earlier this year hesitated a bit when the right pedal was leaned on; the 9000 did not have the hesitation. This car flat out gets up and goes, even better than my dad's '66 Ford 390! The power is enough to give Nader-ites nosebleeds. Lag must be a myth perpetrated by performance shops.

Lean on the middle pedal and the 9000 does its level best to oblige, stopping straight and sure with the assistance of anti-lock brakes. The '86 version of the 9000 had a tendency towards tail wagging in a hard stop. ABS transforms the 9000 into the type of vehicle you'd expect for \$32,000 US.

I had ample opportunity to test the ABS during a late afternoon sleet storm. Duluth is built on the side of a hill, and anytime frozen precipitation descends, the streets have about as much traction as an air-hockey table, thanks to Buick owners trying to squeeze the last 1/32nd inch out of their Firestones. An experienced snow driver will tap the brakes when approaching a hazard to test for traction. Even at slow speeds, the ABS would begin pumping almost immediately (it was that slippery!), and the CD would come to an easy rest with room to spare. The biggest worry was getting rear-ended by a car not so well-equipped

The major difference between the CD in the 9000 5-door is, of course, the trunk. The opening begins at bumper level, so lift over is not the problem you have on most sedans. There is also a little hatch behind the center armrest in the backseat to allow you to

carry long things like skis or fishing equipment inside. The suspension on the CD is also supposed to be a tad softer in keeping with its "executive class" status. Beyond that, you have the same differences between most hatchbacks and sedans in the same model line.

When I drove the 900 earlier this year, I complained about the headlights. They are not a problem on the 9000. The US spec composite lamps are far superior to the old tungsten sealed beams, and are darn near as illuminating as European code lights. There was no fog, so I didn't comment on the effectiveness of the fog lights, which are also standard on this model.

A couple of the toys I particularly enjoyed on the 9000 were the ACC and the EDU. I don't pay much attention to the interior temperature controls until I'm uncomfortable, so having the Automatic Climate Control warm the cabin to a preset temperature was glorious. The Electronic Display Unit just below the speedometer indicates voltage, outside air temperature, average fuel mileage, momentary fuel mileage, and distance to out-of-fuel, in either American or Metric measurements. I found myself pushing the "INFO" button quite often, usually pausing at outside temperature or gas mileage.



Now comes the part where I draw the conclusion that as nice as the CD is, it isn't for me. I lean toward the practical, so leather seats and little fans in the rear doors are too much. Besides, the suggested retail price is as much as I paid for my house! Of course, the cost of living in northern Minnesota is considerably lower than on either coast. The 900 is more my style (actually, a 1989 version of the lighter-weight 99 would be my style), but give me another 10 or 20 years and I may be 9000 material.



Tim's Talladega Talk

By Tim Winker

Former NINES editor Tim Winker was one of the drivers of the second Saab Long Run (see article on page 16 for coverage of the first one. He gave this talk at the 2016 Saab Owners' Convention.



Saab is not the first name that comes to mind when most people, especially in the U.S., think of competition cars. Yet Saab took to motorsports with two entries in the Monte Carlo Rallye just weeks after the first Saab cars rolled off the assembly line in Trollhättan. Chassis numbers 7 and 8 were driven by the teams of Rolf Melde / K. G. Svedberg and Greta Molander / Margaretha von Essen in the 1950 Monte Carlo Rallye. Molander finished 55th overall and 2nd in the Ladies Class. In November of that year, Saab was first overall at the grueling Rikspokalen rally in Sweden, driven to victory by Rolf Melde, with Molander winning the Ladies Class.

In 1996, Saab decided to attempt to break eighteen of their own records up to 25,000 miles with 2.0-liter 900 Turbos, plus establish records in the 2.5-liter and 2.0-liter normally aspirated categories with V6 and four-cylinder engined 900s. It was called "The Saab 900 Talladega Challenge." To get better media coverage of the event, 120 international motoring journalists were invited to participate as drivers, though one of the Turbos would be driven strictly by Saab test drivers and employees. Teams from different countries each spent a day behind the wheel, and the records fell daily as the engines loosened up a little and became quicker as the miles passed.

The U.S. contingent was the last of the invited driver groups, so would be aiming to break the records established earlier during the eight-day run. While the 900 Turbo piloted by the Saab factory team was driven 24/7, another couple of Turbos, the pair of 2.5-liter V6s and the solitary 2.0-liter 4 were on the track only 12 hours each day and driven by the journalist teams.

As one of the journalists invited to participate in The Saab 900 Talladega Challenge, I was hoping to be able to keep up a pace good enough to help Saab set some records. It wasn't important to me to be the fastest, but I sure didn't want to be the slowest.



All photographs provided by the author.

Tim's Talladega Talk Cont'd

When we arrived at the Alabama track after driving down from Atlanta, we were provided with an FIA-legal Nomex driving suit covered with patches from all the event sponsors, a Peltor open-faced helmet (made of lightweight carbon-kevlar, as used by FIA World Rally Championship drivers), a duffel bag to carry them in, and a license issued by the FIA and ACCUS (the U.S. member of FIA; all race sanctioning groups in the U.S. that issue licenses that may cross over to another club are part of ACCUS). The license reads: Category - Land Speed Record. Administration of the event and the timing of each lap was handled by officials of NASCAR.



Simo Lampinen, Finnish former rally driver for the Saab factory (as well as for Triumph, Ford and Lancia), gave some brief instruction on pit procedures, driver changes, and driving the high-banked Talladega tri-oval. The journalist drivers were then given a few laps of individual instruction by Saab factory drivers Uno Dahl and Frederick Gustafson. As we went out onto the track and onto the 33-degree banking in one of the 900 Turbos, my stomach made a sideways leap and I thought I was gonna puke. I got over it quickly and listened intently as instructor Uno Dahl demonstrated the fast way around Talladega. The G-forces were tremendous and the track had some sizable dips and bumps in the surface, especially noticeable at speeds exceeding 100 mph. He took one lap at rather slow speed (maybe 40 mph) to demonstrate the banking and what areas to avoid. The banked surface at slow speed gives the illusion that the car was going to flip right over. After a couple of laps, Dahl pulled into the pits and we switched places.

I tried to follow his line to the letter and did pretty well getting used to the car, the track and the speed. A couple of laps later and we pulled into the pits for my solo run. Since this was only practice and there were two 900 Turbos out there still working on records, I tried to stay out of their way. But the car I was driving,

the #7 Turbo, clearly had a little more top end than the other Turbos. I hoped I would draw that car for the following day's run for the records. Our driving assignments were handed out at dinner that night, and I was scheduled for the #3 Turbo at 8:00 am, the #5 V6 at 3:55, and the #4 V6 at 5:50 pm. That meant I would be driving the final shift in the #4 car, after sundown. Though I wouldn't be in the #7 Turbo, I did get two shots at the V6s. The first of the journalists would be hitting the track at 6:40 am, so everyone headed to their rooms early for a good night's rest.

Weather on October 24th was good, with clear skies and some wind, but not enough to affect the record runs. Well before my turn at the #3 Turbo arrived, I was suited up and ready. Len Emmanuelson of Motor Trend was in the car before me. He hopped out, then helped me to get strapped in, the pit manager gave me the signal to go and I headed out onto the track. It took over a lap to get up to full speed, then it was a matter of sticking to the plan for fastest lap times. The G-forces in the banking are pretty much straight down, with less force pulling the car to the outside of the turns. So strong, in fact, that I found myself using the muscles in my right leg and foot, which was already mashed to the accelerator, to hold myself steady in the seat.

The other memory is that I had to do very little steering. I found I could get around by turning the wheel maybe an eighth of a turn. It's easy to think of the track as a 2.6 mile continuous drag strip.



Driving at speed on the banking at Talladega is not difficult; however, it does require a high level of concentration. That intensity of concentration to maintain the proper line for lap after lap is really hard work! I gained a lot of respect for the NASCAR drivers who run in packs of cars at speeds approaching 200mph.

Tim's Talladega Talk continues on page 10.

Tim's Talladega Talk Cont'd

Though it was 55 minutes, or 48 laps, before I was called into the pits, it seemed like a very short amount of time. When I handed the car over to John Matras, I discovered I had worked up quite a sweat despite the cool morning temperatures. Doug Plumer, who had been hired by Saab to shoot the video of the event and provide the promotional video you have probably seen, walked up with a camera as I got out of the car and asked for my impressions. I was so exhausted it took several seconds before I could say anything, and then about all I could say was, "That was a LOT of work!"



I busied myself with journalistic work in the Media room for a few hours, trying to capture my experience while it was still fresh, sharing with a group on CompuServe, then suited up for my next driving shift with plenty of time to spare. When the #5 900 V6 arrived in the pits for re-fueling and the driver change, I was quite prepared. Though we were warned not to try drafting like the NASCAR stockers do it, that is nose-to-tail, it was impossible not to notice that the cars picked up a little top end speed whenever they were within 100 yards of the car ahead. Though I stayed several car lengths behind (I was trying to stick to the fast line on the track. Sure, that's it!), I could see that the top speed on the speedometer gained a couple of mph on the straights, and lap times improved a little whenever I was within ten car lengths of one of the slightly faster Turbos.

My final driving shift came immediately after sunset in the #4 V6, which was good for a while as the sun wasn't in my eyes, but as it got darker, even the high beam headlights weren't enough to light up the track a decent distance ahead, especially on the banking which gave the illusion of trying to drive on an ever-increasing slope. The only lights on the track itself were at the main grandstand, with the yellow

caution lights casting small puddles of light at various places around the track. All this meant was that it was even more important to stick to the fast line around the track and not go playing on the higher lane in the turns.

Finally it was over, my driving shift and the end of the record run for Saab. When they called me in I was instructed to drive the car behind the pit wall, and into an area equipped with tools for more extensive repairs. No sooner had I shut off the engine than Saab engineers began draining the fluids in preparation to tear down the engine. As I stepped back and watched, the FIA inspector snipped the seals off the engine and transmission, and the technicians proceeded to dismantle the still-hot engine for evaluation.

After that, all of the participants - from Saab, NASCAR, Michelin, track workers and the invited drivers - were treated to a celebratory Southern-style barbecue. There I learned, much to my surprise, that I had set fast lap of the day in a V6 while driving the #4 car, a time of 1:05.115 on the 2.66 mile oval, for an average of 147.063 mph. For that achievement, I was awarded with a Somerville 1/43rd scale model of a Saab 9000 Long Run record car, presented to me by international rally ace, Erik Carlsson. As he handed it to me he told the crowd, "I knew Tim could write, but I didn't know he could drive as well." And my name was added to the FIA record books as one of the 12 drivers who set a 12-hour record in that same 2.5-liter 900 V6 at an average speed of 139.231 mph.

During a visit to Sweden in 1997 for Saab's 50th Anniversary as an auto manufacturer, I was surprised to see the #4 Talladega Challenge 900 on display at the airport in Gothenburg. Friends took a few photos of me standing next to my record-setting steed.

In 1997, Saab created a special edition for the street known as the 900 Talladega. It had special trim and badges, but was no different from the regular 900s in suspension or drivetrain. I would bet that few of those who have 900 Talladegas know why they have that particular name, because Saab in the U.S. did little to promote the record-setting Talladega Challenge.

Altogether the Saab 900s set 40 International records at distances ranging from 10 kilometers to 25,000 kilometers and from 1 hour to 24 hours. Many of those records have not been challenged.

I am pleased to say that twenty years later, I am still racing a Saab, or Saabs. Since 2010 I have been competing in endurance road races in the ChumpCar World Series and World Racing League with a 1992

Tim's Talladega Talk Cont'd



Saab 900S, and in the past three seasons, a 1999 Saab 9-3S. Just last weekend, our race team, Fart-hinder Racing (which is Swedish for Speed Bump) drove the 9-3 in a pair of 7 hour races at Brainerd International Raceway. Our Saab finished 4th overall both days, taking third in class on Saturday and 2nd in class on Sunday.

My position as publisher of NINES took me many places I likely would not have experienced in other employment. I was able to compete in One Lap of America, the Alcan 5000 Rally, the Downeast 3000, and of course, the Saab 900 Talladega Challenge. I was invited to new model introductions in several cities in the U. S. as well as the Paris Auto Show and a drive across Germany, and to Sweden on several occasions. I visited the Saab factories in Trollhättan and Sodertalje in Sweden, and the Valmet facility in Uusikaupunki, Finland, where Saab convertibles were built on the same assembly line as the Opel Calibra, and where the Euro Lada and the Porsche Boxster were built on other assembly lines.

I may not have made a lot of money in my life, but it has certainly been full of adventure, much of it thanks to my involvement with the Saab Club.



A Walk through the Saab Museum

By Ronan Glon

Reprinted with kind permission of *Hemmings Daily*.

Visiting the official Saab museum in Trollhättan, Sweden, shouldn't be taken for granted. The museum was on the brink of shutting down for good when Saab collapsed a couple of years ago, and it wouldn't exist today if the local government and car-savvy philanthropists hadn't joined forces to save it at the last minute.

We're glad it's still around, because it's home to the largest collection of Saabs in the world. Visitors walk among over 100 cars including prototypes, concepts, and one-offs. These models shed valuable insight into the minds of Saab designers, engineers, and executives.



Saab Sonett Super Sport

Saab had little interest in designing a sports car in the early 1950s, so the original Sonett was developed and built in a barn located just a stone's throw from Trollhättan. The project was the brain-child of Saab engineer Rolf Melde, who enlisted the help of a few of the men he worked with at Sweden's then-youngest carmaker to design and assemble the convertible in his spare time.

The first Sonett took the form of a two-seater convertible with a fiberglass body. Power came from a two-stroke, three-cylinder engine borrowed from the 93. The engine was mounted behind the three-speed manual transmission for weight distribution reasons, so Melde and his team had to make it spin counter-clockwise.

Saab executives warmed up to the idea of building a sports car when they saw the Sonett, and they asked Melde permission to display it at the 1956 edition of the Stockholm Auto Show. Selling a convertible to Swedes was a tough proposition, as

rival Volvo found out at about the same time, but Saab believed the Sonett would be popular in the United States, where enthusiasts had a seemingly insatiable appetite for small sports cars.

A total of six first-generation Sonetts were built before the project was axed. Finished in white, the very first car (pictured here) is the only one that rides on an aluminum chassis; the five newer ones all sit on a steel chassis. The Sonett I remained an obscure oddity, but it was only the beginning for the storied nameplate.



Saab Monstret

The Monstret is one of the most fascinating Saab prototypes ever built from a technical standpoint. While at first glance it's little more than a 93 modified for rallying, a peek under the hood reveals that it hides a surprise.

Determined win races, Saab engineers fused a pair of two-stroke, three-cylinder engines to create Saab's first-ever straight-six engine. The longitudinally-mounted six boasted a displacement of about 1.5 liters, and it was tuned to send 138 horsepower to the front wheels via a three-speed manual transmission. The Monstret – a word that means "monster" in Swedish – hit a top speed of over 121 mph. The six was promising on paper, but development stopped when Saab discovered that most sanctioning bodies wouldn't allow such a Frankenstein-esque car on the starting grid.

Saab's research and development department continued to look for ways to build more powerful cars. While the company dropped the Monstret's two-in-one setup, it later became one of the first carmakers to launch a production model equipped with a turbocharger.

A Walk through the Saab Museum Cont'd



Saab Catherina

The Catherina prototype was penned by Sixten Sason, Saab's first designer. Story has it he initially wanted to design a Saab-based sports coupe to use as his personal car. He commissioned a Swedish firm named Svenska Järnvägsverkstäderna to build his dream machine in 1964 using mechanical components that were readily available in the Saab parts bin.

The finished model featured an elegant look that shared virtually no styling cues with the 96 that it borrowed the bulk of its drivetrain from. Notably, it was equipped with a targa-style removable roof panel that could be stored in the large trunk when the sun came out.

Saab was impressed by the coupe. It was close to breaking into the sports car segment, and it seriously considered approving the Catherina for production without making any major changes to it. Ultimately, executives green-lit another prototype, called MF1 13, that later morphed into the Sonett II.



1965 Paddan (The Toad)

The 99 represented the first major shift in Saab design since the company's inception. Saab wanted

the new look to remain under wraps until the very last minute, so it built a 96-based test mule to put the new drivetrain through its paces in real-life conditions.

The issue was that then then-upcoming 99 was much wider than the 96. Saab plucked a 96 from its assembly line, cut it in half, and added nearly eight inches of sheet metal before welding it back together. At first glance the prototype could pass as a standard 96, but a closer look revealed modifications such as a windshield crafted from two individual pieces of glass and an ignition barrel moved from the dashboard to right beside the shift lever, where it would reside in the 99.

The prototype was nicknamed Toad ("Paddan" in Swedish) due to its awkward proportions. Four examples were built, and only one remains. In hindsight, the Toad wasn't very convincing because the differences between it and a standard 96 weren't exactly subtle. Subsequent test mules featured a regular-production, un-camouflaged 99 body with – oddly enough – Daihatsu emblems on both ends.



Saab 900 Safari

The Swedish carmaker most often associated with Ikea-worthy station wagons is undeniably Volvo. Saab built the two-door 95 for nearly two decades, but it chose to focus its resources on developing spacious hatchbacks like the 99 Combi Coupé instead of designing a full-on wagon capable of rivaling Volvo's 245.

A Walk continues on page 14.

A Walk through the Saab Museum Cont'd

A Swedish coachbuilder named Nilsson Karosserifabrik saw the potential of a spacious, family-friendly wagon based on the 900 and allegedly performed the conversion twice during the 1980s. Built in 1981, the example pictured below was ordered by Setrab, a Swedish components manufacturer, and later purchased by the Saab museum. The second example features the more aerodynamic front end that the original 900 wore from 1987 until the end of its production run, though it was also built in 1981.

Saab never offered a factory-built 900 wagon, and it didn't warm up to the idea of selling a four-door station wagon until it introduced a long-roof version of the 9-5 in 1999.



Saab Cecilia

Saab teamed up with Fiat in the early 1980s to design a brand new model, one that would represent another crucial shift in the brand's design language. Executives decided to hide the new car from the press and the public until it was ready for its official unveiling – sound familiar?

Instead of hacking a car in half and widening it, Saab dropped a 900 body on a 9000 chassis and fitted it with fender flares over all four wheel arches. It was much more discreet than the Toad, though careful observers likely noticed that the fuel filler cap was on the wrong side. Test pilots affectionately named the mule Cecilia.



Saab EV-1

The EV-1 was presented to the public in 1985 in order to showcase what the sports car of the future could look like. It was characterized by a cutting-edge design and a sleek, highly-aerodynamic silhouette, and it was built using novel materials such as carbon fiber-reinforced plastics. Solar panels ingeniously integrated into the roof powered the A/C to ensure that the cabin stayed cool even when the EV-1 was parked in the scorching sun.

A regular-production 900 donated its chassis, its running gear, and its turbocharged four-cylinder engine to the EV-1, though the four-banger was tweaked to generate a stout 285 horsepower. The coupe hit a top speed of 168 mph, a supercar-esque figure during the middle of the 1980s. The EV-1 (a moniker that stood for Experimental Vehicle #1) was never approved for production, though some insiders point out that it was never even a candidate for production and only built as a rolling display of technology. Saab wouldn't live to build another standalone sports car, and it's on life support as roof-mounted solar panels are becoming increasingly common in the auto industry.



Car Care

By Roger S. Harris

This is the fourth in a 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 early establishment of Saab in the United States started in New England and the northeast region. It is not surprising that there are pockets of devoted Saab owners in certain rural hilly areas where Chevys and Fords just could not cut it in the snow. Back in 1978, two-thirds of the car registrations in the ski country of Bondville, Vermont, were Saabs! One of the early Saab dealerships was Dean Hill Motors located at Charleston Road (Rt. 12) in Claremont, N.H. Just a few miles from the town of Springfield, VT, Dean Hill was started by three uncles of Roland St. Sauveur, a proprietor of the current Saab repair and sales shop at that same address. Gills (Seth—I'd bet that it's Gilles, a common French name, instead of Gillis, as in Dobie; check with author. MB) LeMieux, Raymond St. Sauveur, and Charlie St. Sauveur established the business back in the 1950s as a transmission repair shop. It became a Saab car dealership in 1968 and also took on the Fiat brand for a period of time. The dealership is named after the adjacent Dean Hill geographic landmark.



Dean Hill Motors picture supplied by Roland St. Sauveur, Date is in the early 1970s.

Roland started working at the dealership at age 18 and was there during much of its history; at one point he ran the body shop there. Roland's first Saab was a 1968 96 V4 model. He used to ice race the car in the studded-tire class on a lake in Concord, N.H.

Fast forward to 2003 and Raymond St. Sauveur was the last of the three still involved in the business and he was ready to retire. He sold Dean Hill Motors to a notorious businessman named Andy Button. Mr. Button had great plans to move and modernize the

business at a new location in White River Junction. Once constructed, the business under new ownership only lasted a couple of years and then went under. When the new Dean Hill Motors closed its doors in 2005, Roland went to work for Tracy Banks Saab in Concord, NY, until 2009.

As noted above, Roland St. Sauveur continues the presence of Saab at part of the same site as his uncle's dealership. The address has changed to 3791 Claremont Road in Charleston, N.H. since the dealership literally was built on the boundary line of the two towns and the establishment of Rt.12 apparently changed the designation. Some of the older sections of the dealership were gone, including the body shop, but the current shop retains three repair bays, an office, parts storage and a waiting and rest rooms at the rear of the original Dean Hill Motors facility. The original front section of the building is currently used for the Dean Hill RV Center sales and service under a separate business. The



Above is the black 900 that puts its best face forward no matter which end you are looking at. At left at the front end of the car is Roland St. Sauveur, at right at the other front end of the car is John Moss. Pictures supplied by Roland St. Sauveur.

current Saab repair establishment, established in 2009, is called Dean Hill Saab Service.

Back in 1999, Roland met John Moss and Dave Cap at the Saab factory training school. That started the beginning of a friendship with John that continues to this day. John and Roland collaborated in the amalgamation of two black Saab 900s into the creation of the car seen in the picture. The grafted car was "commissioned" by the Saab head of training. It is not practical to drive the car since one end or the other must have the steering wheel locked into place. Perhaps it gave the Saab engineers the idea to put ReAxs in the current generation 9-3

Car Care continues on page 29.

The Long Run History Part 3

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

Below is an account of the most important events that took place during the Long Run.

It is important to note that the vehicles' standard service schedule was precisely followed. Standard practices were employed throughout the complete test.

7 October

After 1134 km of driving vehicle No. 3 was noticed to have a coolant leak from the water pump. The pump was replaced in a time of 15 minutes and the test continued.

After 2150 km mechanics changing the tires on vehicle No. 1 noticed that grease was leaking from a drive shaft constant velocity joint. New grease was packed into the joint and the clip securing the protective rubber boot was tightened. Vehicles 2 and 3 were also later checked.

8 October

The driver in vehicle No. 3 reported that exhaust gas temperature was exceeding the 950 °C maximum temperature set for the test. This created some concern as it coincided with the fuel tank reaching empty. A possible cause for the high temperature was thought to be that the fuel feeder pump in the fuel tank was running dry

The consequence of this was that at the end of each driving pass the engine's fuel mixture became too lean, leading to an increase in exhaust gas temperature and possible damage to the exhaust valves. A quick decision was therefore taken to reduce the number of laps driven between tank filling, 45 laps instead of 50. Each vehicle was later also checked to see if the feeder pump in the fuel tank was positioned correctly.

9 October

The turbo boost-pressure was checked and minor adjustments were made on all vehicles.

10 October

The fuel pump was changed on vehicle No 2. High noise levels from the pump indicated that damage had taken place on account of lack of fuel.

It started to rain very heavily saturating the whole of the race-track!

Local radio stations reported that thunderstorms

were to affect the whole of Alabama; 30mm of rain could should be expected to fall during the coming 24 hours!

Suddenly all the lights went out in the pit on account of a power outage. Thanks to our diesel-driven generator it took only three minutes for lighting to be restored.

Concerns focused on the drivers and whether it was possible for them to continue to drive the vehicles in such heavy rain and extremely poor visibility. The NASCAR controllers simply shook their heads, stating that, "here in the USA all stock-car races are immediately stopped as soon as it starts to rain!"

NASCAR officials had earlier indicated that they were willing to stop the clock and further driving if weather conditions became too bad. The Saab team decided that despite the adverse weather conditions they would nevertheless continue to drive the vehicles. We had after all decided that the test should be run non-stop and with no delays on account of bad weather !

The wet weather however affected the vehicles' rolling resistance. Top speeds were reduced by 15 kmh, increasing lap times by 2 seconds. The Pirelli P600 tires performed extremely well in the wet driving conditions.

The regular 20000 km service was later performed on all vehicles.

11- 14 October

Nothing out of the ordinary noted, monotony creeping in.

15 October

Regular 40 000 km service performed on all vehicles.

16 October

Oil leakage noted from the power-steering hose on vehicle No 1 - the hose was replaced and driving continued.

17 October

The air-cleaners were replaced on all three vehicles.

Vehicle No 3: Concerns for the high exhaust gas temperature being 30 °C above the maximum allowable 950 °C. Fault most probably on account of a malfunctioning pressure regulator and incorrect fuel system pressure.

The Long Run History Cont'd

18 October

Despite all precautionary measures vehicles 1 and 3 continue to lose power.

At 52776 km respective 58207 km, both vehicles were stopped from further driving to perform a cylinder compression test. The result revealed that one cylinder had extremely low compression indicating that the most probable cause of this was due to a damaged exhaust valve.

The project manager decided to have the cylinder head removed from the engine to make a check on the condition of the exhaust valves. On close examination the exhaust valves in cylinders 1 and 2 were seen to be damaged.

Instead of replacing and lapping in new exhaust valves a completely new cylinder head – included in the vehicle's list of spare parts – was fitted. For safety reasons the turbocharger on vehicle No. 3 was also changed; it was thought that small segments of the exhaust valves might have broken off and caused damage to the turbine.

Exhaust gas temperatures exceeding 950 °C during long periods of time can lead to damage of the exhaust valves' sealing surfaces causing them to leak. It is important to point out that under normal driving conditions the exhaust valves perform satisfactorily as such high temperatures are seldom reached.

19 October

Regular 60000km service on vehicles 1 and 3 performed. Oil leakage again on vehicle No. 1 from the power steering pump. New hose fitted. Initial problem due to a small crack on the pump bracket. Damage caused most probably to excessive vibration.

20 October

Rain again! Difficult driving conditions due to heavy rain and poor visibility. Certain drivers try to follow the white line on the inner track, others stay close to the outer safety wall.

Due to the excessive rain a lot of water had accumulated at entrance lane to the pit. This caused certain problems for the skilled rally driver Kjell Olofsson as he returned his vehicle to the pit. Despite all of Kjell's rallying experience he approached the water a little too fast, causing his car to aquaplane and skid off on to the surrounding grass area! There was no visible damage to the vehicle so a new driver took over.

It wasn't long, however, before the new driver indicated that something was wrong; heavy vibrations were felt from the front wheels as the vehicle gained speed. The vehicle was called back to the pit and the front left wheel was removed. This revealed that a large amount of grass and mud had become packed between the wheel rim and the tire. A new wheel and tire were fitted, solving the problem. Erik Carlsson had his own theories to the incident and speculated that Kjell had driven far too slowly that day and that a bird had had sufficient time to build a nest in the wheel rim!

21 October

Vehicle No. 3 was losing power again. A detailed inspection indicated that No. 1 piston was damaged. The engine was approved to be removed and a new piston was fitted along with the earlier changed turbocharger unit.

The mechanics performed this task in 2h and 49 minutes--even that must be a record in itself! Bear in mind also that the engine was red hot after coming directly from the test track when the work started! Good that we had such skilled mechanics with us!

22 October

Brake pads were changed on vehicle No. 1. During the test the brakes are seldom used other than braking from 220 km/h to 0 km/h at every pit stop - a condition that's considered to be hard on the brakes but quite normal for the braking system to withstand.

23 October

Vehicle No. 2 noted with low power due to exhaust valve damage on cylinder 3. A new cylinder head was fitted.

Regular 80000 km service performed on all vehicles.

Vehicle No. 3 - Fuel Pump noise. Fuel feeder pump replaced.

Vehicle No 1. Low power noted. Removal of the cylinder head and exhaust valve replaced on cylinder number 2.

All three vehicles approaching 80000 km (50000 miles). The first world record was well in our sights.

At 0100h I drove vehicle No. 2 into the pit for its 80000 km service. A new world record at 50000 miles (80465 km) had been made at an average speed of

The Long Run History continues on page 25.

On The Column



**By William "Chip"
Lamb**

The Wrong Car

My father was in the highline new car business for about four decades. I am often asked how I got into my particular line of work and have to draw a sort of jagged line between what he did and what I do to explain the rationale to those who are not passionate about what many of them consider as no more than transportation appliances. There are many differences to what I do, yet there are also many similarities and lessons learned and yet to be learned from my father's example.

Dad was a tough guy to deal with if he didn't think someone should be there, that individual ostensibly just kicking tires of Porsches, Mercedes, Land Rovers and the odd Rolls Royce or Bentley. For many years, he wore custom tailored 3-piece suits from Hicks and Sons on Savile Row in London, smoked English cigarettes, and looked the part of a Royal Navy officer as he strutted around the showroom. However snotty that might seem, the vetting process was important to him and to his loyal clientele for many reasons. Unlike selling transportation appliances, not everyone is qualified, financially at the time of sale or later on down the line, and while he was talking to the wrong person, the right one might come in the door and feel slighted or the sale could be lost another way. Should the potential buyer indeed be financially qualified now and even in the future but not be sympathetic or understanding of the complexity, service needs or driving characteristics of a particular car, he or she would be steered into the right one - or out the door.

Dealers more than ever spend a lot of time and money on their customer service index, a term whose acronym has for some years shared a very different meaning with the popular TV series about blood and guts. There's a lot of blood and guts in the car business too, and the job of an effective salesman or sales manager is to keep the store's CSI high. With the advent of technological elements in cars both tactile (i.e. audio, navigation and other creature comforts) and beneath the surface, training not just the customer in the car but the sales force in the showroom has become of paramount importance to

maintaining a high CSI.

Collector car dealers don't have a corporate CSI rating, but they need a salesman like my father and not just anyone who'll sell anything to anybody who walks in the door or surfs in off the Internet - or they won't last long. With more and more first-time buyers of collector automobiles, I'm reminded of one of the first vintage SAABs I sold to an outsider around the year 2000. He and his family drove down from the Washington D.C. metropolitan area in their 1980s-vintage Toyota Camry and he was fully expecting to have a Toyota-like drive back to D.C. along I-95 in this particular 1963 96, not worried about a thing until I started giving him a litany of cautions, things to do and not do, things to look out for and so on. In the time period when old cars were new, people did these things instinctively. Despite the unexpected learning curve, he turned out to be a quick study, was indeed qualified, made it home that very day - and the Saab served him well until a drunk driver t-boned him at an intersection, since which time he's gone on to several other fun cars including a cousin of his first 2-stroke Saab.

I've said it before in these pages and I'll reiterate it as it doesn't get any less real: those who drive regular, everyday cars in the present day get used to the level of connection that car gives them to the outside world. In the second decade of the 21st century, there is less and less connection to the seat of one's pants, while there is ever more distraction from the electronic ride control down to the Bluetooth phone and audio, navigation and other computer-aided devices. Herein lies the appeal to the simpler car from days gone by in all of its viscerality - witness steady sales of Mazda Miatas new and old - but also the greater handicap of those whose marriage to their transportation appliances is all but complete, making them as unrealistic as collector car buyers as a bygone potential Porsche punter in my father's store who didn't understand the meaning of the word "oversteer."

It's also easy to buy the wrong older car if you don't realize that though such a car might have very low original mileage or be in excellent condition, unless it has been comprehensively restored to new with all of its wear and age-limited parts replaced, that it will break - and to be prepared for that with knowledge and observation. That beautiful thing might have a fuel pump or other critical part fail early in your ownership. Don't be dismayed. A friendly reminder of the simple fact that machines break and complex machines fail in complex ways is that Toyota's new car warranty is only for a few years, since they cannot guarantee even a new car but for

On The Column Cont'd

so long.

Whether you're contemplating the purchase of an older Saab or other unusual old car, make sure you're realistic about what you will be getting. I find it soothing to run around in a 20+ year old automobile as there are so few distractions and there is so much more enjoyment in the 'manual' nature of everything – even in a neo-classic such as one of the bargain-basement Rolls Royce or Bentley saloons we tend to have around from time to time. My current ride is a slightly scruffy Silver Spur from 1988 and it is a wonderful car in which to ply the highway; its sole

In Memoriam

Paul Dolmetsch was a jovial and compassionate human being; a lover of life, the people around him and most importantly, his freedom. He lived his life on his terms because we only have one life to do the things we love and be with the people we love. He felt strongly that there is no sense in wasting time in trivial matters. Paul's passion was the understanding of the way things worked and he loved, loved, loved working on Saabs. He wasn't a typical mechanic, he was an artist, putting his heart and soul into each nut, bolt and screw and having a wonderful sense of humor in the process.

Paul Dolmetsch continued his career fixing and loving Saabs in 2006 in Bennington, Vermont. In 2007, he married the love of his life, Daija Sunshine Marcisz, and moved to Austin, Texas to continue developing his Saab business. In Austin, Paul continued relationships with Saab owners all over Texas and the United States. Known as the "Saab God" in the Saab community, all walks of life would seek his counsel on not only repairing their vehicles, but assist in the decision-making process of repairing, buying and/or selling their vehicle including other life discussions having to do with family, children, and life. It was not uncommon for Paul to have hour long life discussion with a total stranger who would soon become a friend. If he wasn't working on a Saab, he loved



Saabisms & Paul Quotes

"If your Saab isn't leaking oil, that means there is no oil in the engine."
"You need to life the shifter up to put the Saab in reverse."
"We are only rich only through what we give, and poor only through what we refuse."
"A Saab will surrender its own life to save yours."
"If peer pressure has kept you from getting a Saab, get new peers."

creature comfort upgrade from new is a Panasonic CD stereo.

Wishing you not even a flat tire in no matter what it is you drive, fair weather and the removal of salt on your roads in preparation for the spring driving season. Enjoy the Right Car for all the Right Reasons!

Simon du Stroke (Jr)

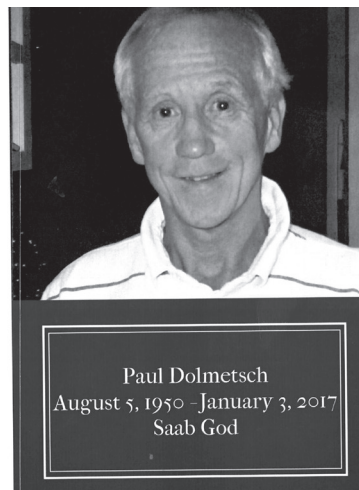
Chip owns, repairs and deals in wayward unusual automobiles that find their way to him in Augusta, GA.



spending time with his wife and three dogs, Viggen, Sonnett, and Riley. He loved the mornings and dark deep roast coffee, the kind that would make your nose hairs singe. He had an incredible super-human work ethic and would work in all kinds of weather. He loved all kinds of food and hoarded baked goods from our loved ones. He enjoyed his friendships and loved getting a laugh or smile from someone. His sense of humor and unique laugh was unlike anything else and lifted the spirits of those around him.

On January 3, 2017, the world lost an exceptional human being. Paul passed away among his Saabs. He is survived by his beloved wife, children Stephanie Mulligan and Jason Dolmetsch, grandchildren, dogs, friends, and the Saab community. He is greatly loved and missed.

If you would like to make a donation in his name, Paul was an avid watcher of the Lawrence O'Donnell program and always wanted to make a donation to the UNICEF KIND (Kids In Need of Desks) Fund. Please see ([https:// www.msnbc.com/kind-fund](https://www.msnbc.com/kind-fund) for details. He loved animals as well, therefore any donations to non-profit organizations that support animals in his name would have made him happy too.



Professional Perspective



By Chuck Andrews
License Approved

NEVS Receives Electric Vehicle Production License in China!

On January 26, 2017, NEVS issued a press release with the welcome news that they would be able to produce and sell cars in China.—“I am very grateful for the approval we now have received for the electric vehicle production license. It is an extremely important milestone for NEVS, which is based on 70 years of Saab long history. It means that we can take the next step to realize our vision – to shape mobility for a more sustainable future, says Kai Johan Jiang, chairman of NEVS.”

The remainder of the press release described that the license was approved by the Chinese National Development Reform Commission (NDRC). NEVS is the first joint venture company with investors from outside China that is granted a new energy passenger vehicle project investment approval by NDRC. The press release further states that the manufacturing plant in Tianjin should be up and running by the end of 2017 with a capacity of producing 200,000 electric passenger cars yearly.

The above press release was preceded on January 20, 2017 by an article entitled, “NEVS IS WAITING LICENSE FOR ELECTRIC VEHICLE PRODUCTION IN CHINA.” This release was the first indication in almost a year that there was clearly a license needed and not yet received for NEVS to proceed with their planned production and sale of EVs in China. This press release stated that NEVS had delivered a number of test vehicles and submitted all the information to get a license for vehicle production in China according to TTELA a local newspaper in Sweden. It also said that the first commercial electric cars have been delivered. The press release states that 100 of the 35,000 vehicles based on Saab’s 9/3 platform were delivered late last year (2016). Today in Trollhättan, NEVS employs about 1000 people of whom about 200 are consultants (mostly engineers).

The importance of all the above hinges on the conditions set out by the NDRC for the Chinese market. In *NINES* #344, I wrote in my column about

the background of the EV automotive manufacturers in China. The NDRC decided last year that there were too many EV startup manufacturers. At that particular time, there were about 200 companies that were attempting to build factories and develop EVs for the Chinese market. The NDRC determined that there were too many companies because of varying criteria and so they decided that there would only be 10 licenses awarded to build EV cars in China. This number would be in addition to their traditional manufacturers that already had licenses to build gasoline powered cars and so would be allowed to build EVs as well with their license.

So, as I wrote in *NINES* #344, it seemed like and now becomes apparent that the NDRC is determined to only issue 10 permits. The suspense has been “Who will obtain a license out of the 200 contenders?” On December 20, 2016, Bloomberg posted a story on Automotive News China entitled, “Wanxiang gets permit to produce Karma cars in Hangzhou.” This article said, “Last month, Minth Group became the first supplier to get permission to produce EVs under the special scheme.

Others that received approval are Beijing Electric Vehicle Co., Hangzhou Changjiang Passenger Vehicle Co., Beijing CH-Auto Technology Co., and a unit of Chery Automobile Co.” The sixth license was issued to the Wanxiang group, owner of Karma Automotive. Wanxiang bought the bankrupt Fisker Automotive Inc. in the U.S. and has provided financial backing to restart it as Karma Automotive. With the addition of this sixth license, it looked rather bleak that NEVS would obtain one of the last 4 licenses. None of the above- listed companies were joint venture companies as NEVS is currently structured.

Fortune International ran an internet article on November 18, 2016, in which they interviewed a number of the EV startup companies that did not have licenses. The name of this article is “China Toughens Up On Producing Fewer Better Electric Car Makers.” A quote from this article reads, “China has rapidly built the world’s largest EV market, throwing money—subsidies of \$4.5 billion last year alone—at a sector it hopes will lower fuel imports, improve big city air quality and create technical champions.” The criteria seem to be established now, but the new EV cars will have to meet this criteria without the subsidies of the past.

The NRDC is phasing out and/or replacing most of the subsidies that have been in place for the past years. Thus, for the remaining startup companies without a license, it is fortunate that many are headed and backed by billionaires. Even though

Professional Perspective Cont'd

they have a tremendous amount of money, it is very expensive to qualify for a license. This article says it costs about \$438 million to meet the new R&D sales and plan standards. Some of the attitudes expressed by various startup EV companies without licenses are that they expect China to change the rules. Some are contemplating having their cars manufactured by another company that already has a license and

I don't think the suspense is over yet for NEVS. What will be NEVS' niche? The car market in China is expected to sell 27 million cars in 2017 in what is an expanding market. The luxury side of the market is led by two American cars. Lincoln has 5 of its top ten dealers and 11 of its top 20 dealers rated by sales world-wide are in China. Cadillac had a 46% increase in sales within China in 2016.



will build cars under their brand name. That way they don't have to invest in a manufacturing facility. There are nearly 100 traditional car manufacturers, some of which have been struggling, that may be purchased who already have a license. If you could purchase that company, not only would you get a license but also a manufacturing plant for maybe less than what a license costs today.

So where does that leave NEVS? Could they build other cars for non-licensed companies? Are they saleable to another company since they have a manufacturing facility, license and a brand to sell? There are many of the 194 EV startup companies that are proceeding without a license and will eventually have to do whatever it takes to get into the car market.

If you follow the EV range wars, you maybe already know that the Tesla Model S 100D now has a 335-mile range. Lucid Motors, a California startup, had a car at the Consumer Electronics Show in Vegas that has a 400 mile range and 1000 horsepower slated for production in 2018. The competition for NEVS is intense and world-wide. Will we see luxury, horsepower, range or price? What will be the deciding factor for their sales entry? The Phoenix is certainly an opportunity to establish the direction that NEVS would like to go. We can only hope that they will have the money to compete and become an established player in the car market world-wide.

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



Through a Windscreen Darkly



By Linnea Krajewski

Annoyathon is Here!

I rarely watch television. Work is all consuming; I'm rarely home, and, when I am, there are books and magazines to read and projects around the house to complete, along with the demands of the other residents of the house to answer.

But, every so often, I will turn on the TV to catch something on PBS, or to see The Big Bang Theory, watch a Patriots game, or look at whatever happens to be on MeTV. TV can be soothing, it can make you think, or it can raise your blood pressure after sitting through sixteen straight ads for auto manufacturers huckstering what they believe to be their latest and greatest.

At the top of the list of worst offenders is Toyota. I don't know if the advertising agency that Toyota hires has a mandate to make the most inane, foolish ads in the history of the spoken word or if they just come out that way by chance. At the end of the year, when Toyota must be desperate to unload as many of their soulless automotive appliances as possible, they run a sales campaign called Toyotathon, and have done so for seemingly forever. This year, they brought out the brand new stylish Prius; apparently the ad copywriters were either blind or having a good laugh at Toyota's expense.

The car is full of unattractive sharp angles and the taillights look as if they will cut you if you venture too close to the car. And, let's not forget the sporty Camry.....yeah, that will give an A5 or a C Coupe a run for its money in a gymkhana. Deliver me from the endless hosannas heaped upon the Corolla...it's just a small, personality-challenged econobox in tight competition with the much better-looking Civic. Rounding out the bottom of the Toyota push for sales is the Tacoma...with its world-renowned reputation...for rusting out before the payments on the truck end.

GM has been pushing the Chevy brand hard... every third advert on TV is a group of "real people" who were either paid handsomely or given many adult beverages so that they could sit behind the wheel of a Trax or an Equinox and say how much they really, really wanted to drive off of the set with one.

OK, I can see some folks getting emotional over a Camaro...I'll admit that it's a lot better looking than a Cruze or a Volt, but come on, really? Getting misty eyed and excited over an Equinox?? Seriously, how much did GM bribe these people?

Jeep and Nissan have been prime offenders of suspension of belief ads...showing their vehicles mushing through sixteen feet of snow or their cars

You've waited years to buy a new car. Don't blow it now.

They haven't invented the disposable car yet, although they've come pretty close.

Until they do, the car you buy today is the one you're going to live with for quite a while.

So don't get the wrong car.

Don't fall for one that looks impressive but isn't practical. Status won't help you on rain-slick roads or snow-clad hills. Saab's front-wheel drive will.

Don't settle for a boring car for safety's sake.

Any Saab owner will tell you a Saab's more fun to drive than anything remotely comparable. Yet a recent insurance industry report ranked Saabs best in nearly every class in frequency of personal injury claims.

Don't pay a gas guzzler's tax just to get performance.

Three stock 9000 Turbos averaged 132 mph for 62,000 miles in 21 days straight driving without a breakdown. Yet this same powerplant uses Saab's Automatic Performance Control to achieve efficiency you'll be glad you have when the next gas crunch comes.

Look at it this way.

There are a lot of cars out there with *some* of what Saab offers. But if you want it *all*, test drive a Saab before you take the plunge.

You've come so far.

Don't blow it now.



SAAB
The most intelligent cars ever built.

Saabs are intelligently priced from \$16,995 to \$32,095. 900 Turbo shown here: \$24,345. Manufacturer's suggested retail prices not including taxes, license, freight, dealer charges or options. Prices subject to change. © 1989 Saab-Scania of America, Inc.



Saab's print ads were fun, too.

Through a Windscreen Darkly Cont'd

weaving in and out of traffic at possible triple-digit speeds. And, of course, on the screen under the view of the Renegade trying to cross the Arctic or the Altima doing a Fast and Furious turn down a four-lane highway is the legend "CLOSED COURSE. PROFESSIONAL DRIVER. DO NOT ATTEMPT." Yup. From what I see out on the road, most Nissan drivers assume that their Maxima, Altima, Rogue or Murano can do exactly what the stunt driver was pushing the car to do in the advert.

A lot of these geniuses end up speaking to me, after their Nissan has gone airborne and crashed into a tree. Over the years, I've seen plenty of Jeep drivers trying to emulate the "professional driver" in the ads; they run off of a snowy, icy road and require a tow truck to get out of the snowdrift under which they bury their Jeep.

Of course, back in the day, things were different. New car introductions were a big deal, the cars were something other than appliances, and the ads themselves didn't look like someone's notes on the back of an envelope, written down five minutes before the ad was shot.

In the Saab world, some of the best ads were for the NewGen. The Find Your Own Road series were set to cool jazz music, were colorful, and extolled the virtues of the car in a way that was not only intelligent, but really made you want to go out and give one of these cars a go.

And let's not forget the Saab "Stares" ad, which was supposed to introduce the NewGen, but ended up as a tribute to the Classic 900. The copywriters actually paid tribute to the legion of Saab owners clubs.

Before the 900, there was the 99 and the "Now You Need Us" series, which introduced the US to the virtues of the 99...the steel cage construction, the rack and pinion steering and front wheel drive, all without screaming or insulting anyone's intelligence.

Stepping outside the Saab arena, there were a host of other intelligently put together car adverts. There was an ad for the late '60's VW Squareback, where a family of four, heading out on holiday, couldn't fit themselves and all of their gear into a Plymouth Satellite. The Dad manages to fit a trunk, three suitcases, a bag of golf clubs and his wife's jewel case into the Squareback without breaking a sweat.

Going back even further, Chrysler showed off their new Valiant in a number of locales, taking on the harsh winters in Bennington, Vermont, and the hills

of San Francisco. The ads were sixty-second stories... about a Valiant-driving mailman in Bennington or a tourist travelogue of the wonders of driving down Lombard Street in San Fran with your Valiant. These ads got your attention and engaged it with a subtlety that is lost on today's advertisers; the ads showed some of the features of the car and let the viewer decide if they wanted to head down to the local Plymouth outlet to check out the car without the announcer screaming and shouting for the viewer to head down to the local dealer to buy the car before the current fantastic sales offer expires.

Some of the slogans are cringeworthy as well. Mitsubishi has come up with a real gem...Find Your Own Lane. Really? Is this a promo for a lane departure system or are they really urging drivers to get in the proper lane? Toyota has Let's Go Places!, as if one would buy a Toyota to use as a lawn ornament. GM seems to have ripped off Saab with their Find New Roads campaign...why not tell customers to Just Get Lost and be done with it? Nissan claims that they have Innovation that Excites. With a big truck that looks like an F150 clone, a Maxima with strange but forgettable styling and a Versa Note (whatever that means) that is a dead ringer for a Honda Fit, there doesn't seem to be a lot of innovation, let alone excitement, at Nissan.

Contrast those lame sayings with Mercedes... The Best or Nothing. Audi...Truth in Engineering. And, even though I certainly don't agree, BMW has had The Ultimate Driving Machine for years. Mini used to use the tagline Let's Motor! And, let's not forget two Chrysler gems from a long time ago. When Chrysler redesigned the Dodge Charger, they ran an ad where everyone called "Hey, Charger!" every time they saw the new Charger.

I remember lots of people who owned those cars got catcalled, the result of the ad running during every sporting contest, winter, spring and fall. Chrysler also used the tag line Extra Care in Engineering...It Makes a Difference at the end of most of their ads running though the mid to late '70's. Regrettably, most of what Chrysler sells now flies in the face of that old slogan.

Of course, this being January, the ads are only going to proliferate, going into the President's Day holiday. I think I'm going to ignore the TV in favor of the books and magazines that are piling up, asking to be read. At least I can keep my blood pressure at a normal level and avoid being told to Go New Places and Find New Roads.

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



Saab Clubs News

By Lynn Shaffer

Central Penn SAAB Club is pleased to announce the SAABS@CARLISLE event will be held at the Carlisle Import & Performance Nationals on May 19 - 21, 2017.

Founded in 1985, The Central Penn SAAB Club, a non-profit organization, is a group of family oriented SAAB enthusiasts who enjoy driving our SAABs. We have been recognized nationally as one of the most active SAAB Clubs in North America.

Our roots trace back to 1959 and The Harrisburg (Pennsylvania) SAAB Club, the first organization of its kind. The Harrisburg SAAB Club members were very active in organized racing events including The Hershey Hill Climb, auto crossing and many other events throughout the area. It is this rich heritage that helped establish the current club; a lasting legacy that lives on today. Because of our growth, we now count members in New York, New Jersey, Delaware, Maryland, Ohio, Virginia, and most of the New England states, as well as across Pennsylvania.

SAABS@Carlisle has grown to become one of the largest weekend SAAB events in North America, typically hosting 250-260 SAAB cars spanning over 50 years of production. We see well over 400 guests and serve 1,000 meals.



A recent outing. Photograph provided by CarolAnn Pampuch.

It all started in 1999. While at the Carlisle Import, Kit and Replicar Nationals, Frank Bailey offered a beer to Marc Fails and George Basehore from the Central Penn SAAB Club. Frank, George and Marc were parked on the show field with their SAABs and they

alone represented 100% of the SAABs that would be in attendance that day. Having only just met, there was the usual conversation about cars; all kinds of cars. Then, the conversation turned to SAABs, and how to bring more SAABs to Carlisle.

In 2000, Marc and George returned to Carlisle with more friends from the Central Penn Saab Club. The weather chose to not be cooperative, but the club forged ahead for the first SAAB Only People's Choice and Long Distance Awards. Another first was that lunch was provided by Lehman Motors SAAB in Harrisburg, PA. CPSC member, Dr. Bill Jenkins, from Carlisle did not win the Long Distance Award, but appropriately did receive the most votes in the People's Choice balloting, with his orange '74 99 that he and his bride picked up in Sweden, while on their honeymoon. The Long Distance Award went to Norm Crowe, from Mayfield Heights, Ohio, driving his new 9-5 Aero Wagon. Norm was accompanied by Stephen Goldberger.

Having endured rain and high winds most of the morning and afternoon, our intrepid group set out on a countryside drive, heading toward Little Buffalo State Park, approximately 40 miles north of Carlisle. The group of 14 SAABs, led by Dr. Jenkins, set a brisk pace, climbing Wagoner's Gap through a thick fog, before cresting the top and heading down the back side of the mountain. Arriving at the state park, in what could have been record time (as we have not

set such a fast pace since), the group assembled for some photos, and Dr. Jenkins was called upon to tell a few stories from his earlier SAAB days. With darkness setting in, the group retraced their path to Carlisle

and headed to dinner. The modern formula for bringing SAABs to Carlisle had been tested, but it would be several more months back in the laboratory perfecting the ingredients for 2001.

Saab Clubs News continues on page 37.

The Long Run History Cont'd

213,686 km/h.

Champagne corks were popping but unfortunately only a small drop allowed for me - I was required to keep driving!

NASCAR's controllers and officials had now ceased to be surprised by our achievements and happily joined in the celebrations with us.

24 October

Low engine power reported on vehicle No. 3 due to exhaust gas leakage on Cyl. 1 new exhaust valve fitted.

25 October

The ignition timing on vehicle No 2 was adjusted due to high exhaust temperature.

Tiredness was noticeably creeping in on team members which was hardly surprising following the irregular 8 hour driving passes together with the relatively short breaks for a rest.

Despite this the morale within the team was good and further inspiration was gained by the fact that the first world record had already been broken (50000 miles) and the countdown to achieving the magical 100000 km world record had started.

27 October

At 0812 local time the first vehicle (No. 2) completed 100000 km of driving and our dream of setting the world record had been fulfilled with a registered average speed of 213.299 kmh(132,542 mph).

I was given the honor of driving the vehicle over the final lap. What a fantastic feeling of satisfaction and achievement it gave me. After two years of hard work preparing for the test, our goal had been reached.

During the night the remaining other two vehicles passed the magical 100000km, Car No. 1 with an official average speed of 210,081 kmh and car No. 3 with an official average speed of 208,804 kmh.

Despite this the Long Run continued.

It wasn't long before the news of the world record reached the motoring press and the following afternoon we were visited by several leading motoring journalists who had specially chartered an aircraft to join us at Talladega.

At four o'clock after 105000 km of driving NASCAR's chief controller Les Richter waved the finishing--flag in front of all three vehicles travelling side by side over the finishing line.

The Long Run was over.



RESULTS 21 International records
2 World records all categories

The staff at Talladega were equally proud of Saab's achievements and to show their appreciation Saab's world record was displayed on the large notice board outside the entrance to the speedway.



Our achievements quickly became acknowledged even within the American motor industry. Chrysler had shown particular interest from an early stage of the test, frequently contacting the Talladega staff for news of how the tests were progressing.

Their interest was presumably on account that Chrysler had included a turbocharger in the design of the Chrysler Le Baron's 2.2 liter engine. Chrysler

The Long Run History continues on page 28.

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	Email kingofsaabies@yahoo.com	Dana Motors – 15% Discount on Parts and Service 2046 Grand Avenue, Billings MT 59102 P: 406.656.7654 F: 406.656.7725
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	Georgia	New Jersey
Svensson Automotive – 10% Discount on Parts and Service 3297 Mt. Diablo Boulevard, Lafayette CA 94549 P: 925.299.0720 F: 925.299.1578	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	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
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	Illinois	JMK Saab – 10% Discount on Parts and Service 345 Route 22 E, Springfield NJ 07081 P: 973.379.7744 F: 973.379.3896
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	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	Perrine GMC – 10% Discount on Parts and Service 2730 Route 130, Cranberry NJ 08512 P: 609.395.5599 F: 609.395.7757
Colorado	Indiana	New York
Mile Hi Automotive - 10% Discount on Parts and Service 519 Lipan St Denver, CO 80204 P: 303-595-4646 F: 303-595-0124	Road Tested Saabs – 10% Discount on Service Steve Bush, Owner 7830 New Augusta Road, Indianapolis IN 46268 P: 317.299.9177	Albany Saab Shop – 10% Discount on Labor 129 School Road, Voorheesville NY 12816 P: 518.765.7700
Connecticut	Iowa	Beck Saab – 10% Discount on Parts and Service 561 Central Park Avenue, Yonkers NY 10704 Sales: 914.963.5446 Service: 914.963.5458
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	Meyer Garage – 10% Discount on Parts and Service 2687 480th Street, McIntire IA 50455 P: 641.737.2239 F: 641.737.2601	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
Saab Service of Milford – 10% Discount on Parts and Service 908 Bridgeport Avenue, Milford CT 06460 P: 203.876.8958 F: 203.882.4556	Maryland	Ohio
Florida	Fitzgerald Saab – 10% Discount on Parts and Service 114 Baughmans Lane, Frederick MD 21702 P: 301.696.9200 F: 301.662.2756	Armandos Inc. – 10% Discount on Parts and Service 4340 Boardman-Canfield Road, Canfield OH 44406 P: 330.533.1944 F: 330.533.0091
Dimmitt Saab – 10% Discount on Parts and Service 25191 US Highway 19 N, Clearwater FL 33763 P: 727.797.7070 F: 727.791.4308	Brewer's Saab – 10% Discount on Parts and Service 13815 Maugansville Road, Maugansville MD 21767 P: 301.739.0420 F: 301.739.8711	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
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	Massachusetts	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
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	Automotion (SQR Distributor) – 10% Discount on Parts and Service 846 Boston Road, Billerica MA 01821 P: 978.667.5373 F: 928.662.0052	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
	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	

Saab Services and Discounts Contd

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

Errors? Omissions? Please alert the editor!

Get Published in NINES!

NINES depends on the kindness of its contributors to keep going. We are always on the lookout for interesting articles about Saabs and their owners.

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.

Deadlines for submissions to NINES are:

Jan/Feb issue: December 1

Mar/Apr issue: February 1

May/June issue: April 1

Jul/Aug issue: June 1

Sept/Oct issue: August 1

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

NINES
30 Puritan Drive
Port Chester, NY 10573-2504.

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Send requests and check or money order to:

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30 Puritan Drive
Port Chester, NY 10573-2504

The Long Run History Cont'd

were reported to have been having certain quality problems so they were extremely interested to learn just what Saab had done to make their engines function so well

On the 28 of October a large celebration barbecue was organized for all people taking part in the Long Run at Talladega.

The party was a huge success and our American friends and colleagues celebrated our achievements with us. Erik Carlsson with all his rallying achievements stated that The Long Run was one of the best motoring experiences he had been involved in throughout his career.

The Society of Automotive Engineers (SAE) is an AIn connection with the Talladega race-track there is a reception hall and museum—officially named as the International Motor Sports Hall of Fame and Museum.

The museum has over 200,000 visitors per year and is widely known for its collection of racing cars.

When the Long Run was completed Saab donated the pretest car to the museum.

The official donation of the vehicle was done on 3 May 1987 in connection with the large stock-car competition, the Winston 500. In front of 150,000 spectators I drove the vehicle around the Talladega race track. Bob Sinclair, Steven Rossi, and I later handed over the ignition keys to the museum's chief, Don Neman. A speaker at the track informed spectators of what exactly Saab had achieved with the car which was good advertising for the company in front of so many spectators.

In order to recognize the world records achieved by the Saab 9000 a special Talladega version was developed and launched at the Stockholm car show in February 1988 specifically for the Swedish market. In order for Saab to use the name Talladega, a registered trademark, it was necessary to gain the approval of the Royal Patent and Registration Office in Sweden. Approval was granted on 11 December 1997.

- The vehicles covered approximately 24000 laps during 21 days of driving.
- Every car consumed 27000 liters of fuel.
- Every car used 120 tires.
- Regular services performed at 20,000 km (new engine oil, filter, spark-plugs) took at the start of the test 4 minutes to complete, at the end of the test 2 minutes 18 seconds.
- Each day the cars were driven a distance



Two Talladega Saabs reside at the Talladega Racetrack museum. Photograph by Seth D. Bengelsdorf.

equal to driving from Stockholm to Rome and back.

- 100,000 km equals approximately 2,5 times around the world at the equator.

- The turbocharger rotated 30 billion revolutions.

- The engine rotated 165 million revolutions.

- Each piston had moved a distance of 29000 km.

It was generally felt that the Talladega record attempt increased relationships within the company; everyone felt involved—it was, after all, a vehicle developed and manufactured by Saab in Trollhättan.

When the Long Run was completed and vehicles had covered 100,000 km, a number of motoring journalists were invited to visit Talladega and test drive the vehicles for themselves.

I should like to thank Saab's management for having belief in the whole idea behind the Long Run and for actually allowing us to perform the test.

It is on account of the full support and engagement from all involved in the test that the project was a success from the start to finish.

Furthermore I wish to thank all my colleagues within the Saab organization. Their numerous skills and professional involvement in the development and manufacture of the Saab 9000 shall never be forgotten.

Thanks to the successful driving at Talladega, Saab established that turbocharged engines are very reliable which can be recognized by the increasing use of turbochargers on engines being produced today.

From successfully completing the Long Run at Talladega, Saab has left its mark in automobile history books, forever.

Car Care Cont'd



The above picture shows the current Dean Hill Saab Service garage which is the back wing of the earlier Saab dealership. Interior picture supplied by Roland St. Sauveur. Exterior photograph supplied by the author.



models. ReAxs is a Saab's passive minor rear wheel steering and toe-in to help reduce under steer under heavy braking. ReAxs was introduced in the 2003 9-3 models. The black car was just a little more passive than was practical!

Dean Hill Saab Service includes two Saab master technicians and sixty years of total combined staff experience repairing Saabs. Roland prides the operation for picking the right part to solve the problem. For those with the original generation 9-3 models, he has a cost-effective solution for power antenna repair. For those with a newer generation 9-3, he points to the correct way to repair oil leaks. He feels his shop excels in diagnostic problem solving. He complained about inexperienced personnel in "Blacksmith Shops" causing some customers to be misdirected. He said many other shops repair with parts substitution trial and error to eliminate the problem. He took time to show off his comprehensive inventory of new parts on hand. He also has a trailer load of used parts.

Although Roland is a Saab fan in general, he is particularly bullish about the durability of the current generation 9-3 Sport Sedan models. (Seth—Does "current generation" make sense now that it's not current? "Last generation?" If the author feels strongly on the matter I'd yield, but it seems weird to me. MB) His wife drives 2006 SportCombi wagon and

loves it. When asked about high mileage customer cars he mentioned a 1997 new generation 900 with over 500,000 miles and a 9-5 with 270,000 miles on the original engine and transmission. He feels that it is his job to keep his customer's cars going as long as possible.

Most of their customers drive 9-3 and 9-5 models - they do not service many 9-2x, 9-4x and 9-7x models since customers recognize those as not true Saabs. More than 90% of their service work is for Saabs; they also do repair work on the other cars of Saab customers. For every oil change the shop does, while the car is on the lift, they spray Fluid Film rust and corrosion protection lanolin based lubricant onto any underbody area needing it. This helps to preserve the cars for the long run. They also refer rust repair needs to a local body shop.

The shop has two loaner Saabs available for customer use while their car is in for repair. Occasionally, Dean Hill offers a later-model Saab for sale. Recent cars have included a 2008 9-5 Sedan and a 2010 9-3 Sedan with AWD.

Dean Hill Saab Service can be reached by calling Roland at 603-542-8410 or at deanhillsaab.com.

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



National Electric Vehicle Sweden

Hans-Martin Duringhof, currently Senior Director Electrical Engineering & Vehicle Motion, has been appointed Vice President of Product Strategy & Planning and member of NEVS' management team.

Product Strategy & Planning is a newly established function and will be responsible of setting strategies and roadmaps for projects working to develop NEVS' future electric vehicles and services.

"This will be a key function for NEVS and I am convinced that Hans-Martin Duringhof will do an excellent job leading it. His solid engineering background and extensive knowledge from the automotive industry, together with an open-minded approach and a strong leadership, will definitely benefit setting our future direction," says Mattias Bergman, President NEVS.

"The automotive industry is going through a revolution where electrification, mobility services and autonomous driving are driving the development. I see it as a fantastic opportunity to be part of leading NEVS in this exciting era," says Hans-Martin Duringhof.

Hans-Martin Duringhof started at NEVS in 2013 and has a background from working in several engineering positions for companies such as AAM, Saab Automobile, Benteler Engineering Services and TNO Automotive.

NEVS was founded in 2012 and acquired the main assets of the Saab Automobile bankruptcy estates. The company is owned by NME Holdings Ltd., Tianjin Bin Hai Hi-tech Industrial Development Area, (THT), and State Research Information Technology Co., Ltd. (SRIT).

NEVS' head office and main research and development facilities are located in Trollhättan, Sweden. NEVS' car production plant is located in Trollhättan, with a second production plant and a R&D Centre under construction in Tianjin, China, as well as a production plant in Fujian, China.



The Chinese government has approved NEVS' application to start production of electric vehicles in its manufacturing plant in Tianjin.

"I am very grateful for the approval we now have received for the electric vehicle production license. It is an extremely important milestone for NEVS, which is based on 70 years of Saab long history. It means that we can take the next step to realize our vision - to shape mobility for a more sustainable future" says Kai Johan Jiang, chairman of NEVS.

The electric vehicle production license approved by the Chinese National Development Reform Commission (NDRC) is required in order to manufacture electric vehicles in China. NEVS is the first joint venture company with investors from outside China that is granted a New Energy Passenger Vehicle Project investment approval by NDRC.

NEVS' manufacturing plant in Tianjin is under construction and planned to be up and running at the end of 2017, with the capacity of 200 000 electric passenger vehicles yearly.

The electric car industry is growing rapidly in China. NEVS plan is to develop a product portfolio of electric vehicles and mobility services globally, with China as the first and most demanding market for the coming years. The immediate plan is to deliver 150 000 9-3 Sedan electric vehicles to the partner Panda New Energy, a new energy vehicle leasing company in China.

Kia's Coming for Us!

From CarNews.net

Kia unveils Stinger GT sports saloon in Detroit – a car for former Saab buyers.

Kia has revealed its most powerful sports saloon car ever – the Stinger GT – a car it believes will offer former Saab buyers the chance to be different again.

The five-seat fastback sports saloon – unveiled at the North American International Auto Show in Detroit – will arrive in the UK with a twin turbocharged 3.3-litre V6 engine, producing 365bhp.

Kia says the car will crack 60mph in around five seconds, have a top speed of 167mph and feature an eight speed gearbox and rear wheel drive when it goes on sale here in October.

But the manufacturer says it isn't targeting the obvious rivals from BMW, Audi or Mercedes – instead it believes the Stinger GT will be the sort of car former Saab buyers might buy.

A spokesman said: 'This is a car for buyers who want something different – the anti-German brigade who used to buy Saabs. Doctors, accountants, architects, those people who want individual styling, a larger car and value for money.'

Saab stopped selling cars when it went bankrupt in 2011. It was bought by a Chinese-Swedish investment group in 2012 which promised to restart production, but that hasn't happened. It traditionally sold in low volumes to buyers looking for an alternative to the mainstream offerings.

Kia doesn't expect to sell huge volumes of the Stinger GT in the UK either – the spokesman said 1,500-2,000 a year would be a huge success. 'America will be the largest market for this car,' added the spokesman.

The Stinger GT is a direct evolution of the concept car that first debuted at the Frankfurt Motor Show in 2011, penned by Kia chief design officer Peter Schreyer.

Featuring four oval exhaust pipes, wheel arch gills, an integrated rear diffuser, LED headlamps and Kia's signature 'tiger nose', the Stinger GT certainly has those sporty looks. And with former BMW

man Albert Biermann behind the chassis, which has been honed on the Nurburgring, performance is at its core.

He said: 'I think, for the Kia brand, the Stinger is like a special event because nobody expects such a car, not just the way it looks but also the way it drives. It's a wholly different animal.'

'The Stinger GT is a car for performance saloon enthusiasts who might have bought one from the likes of Ford or Vauxhall in the past but were put off by the fact they were produced by manufacturers selling 350,000 cars a year,' added a spokesman. 'This is will be imposing, more individual, luxurious and exclusive.'



MARCH/APRIL 2017

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Where is that Car?

By Roger S. Harris

I was surfing the web one winter day and ran across an October 2010 reference in the Saab Central Forum to a bullnose Saab 96 or 93 in a television advertisement called Levi's Go Forth to Work. The 1 minute and 55 second clip is said to have been filmed in Braddock, PA, and shows the story of a small industrial town trying to come back to life. Here is a link to the You Tube version of that ad: <https://www.youtube.com/watch?v=2YyvOGKu6ds>.

Living in Western Massachusetts all of my life, I had never heard of Braddock, PA. It turns out it is just across the Monongahela River from Pittsburgh. That caught my interest since I had never been to Pittsburgh and have heard it has come back from the days of the decline when steel was its core business. I like to explore cities and their interesting architecture and cultural institutions. Furthermore, I found the story of Braddock is quite interesting. Braddock has the first Andrew Carnegie associated steel mill in the 1870s.

The first of over seventeen hundred Carnegie libraries in the country was built in Braddock in 1888. The Library was used until 1974 when due to neglect and a lack of financial resources to repair it, the building was closed. In a few years it was slated for demolition until a group of citizens organized to save the building, repair the roof, and carry out other improvements. The building partially reopened in 1983 and over the years the majority of the building became repaired and reopened to the public.



In its heyday, the Braddock population numbered around 20,000 and its extensive shopping districts were a thriving destination for the region's residents to flock to. Yet by 1990 it had dropped to 4,468 people due to the decline of steel mills, workplace automation and the move to suburban housing developments. Subsequent drug-crimes and economic downturns

have further caused a deterioration of housing stock and a decline to about 2,500 residents in this century. The current mayor, John Fetterman, has made a great effort with some successes to turn Braddock around. This small town mayor even ran, albeit unsuccessfully, in the Democratic primary this year for a U.S. Senate seat.

In the beginning of the Levi You Tube video, it shows what appears to be a forgotten and deteriorated town with abandoned buildings at the dawn of a new day. Twenty-six seconds into the piece it shows a two-second clip of a white and green two-story house up on a knoll looking down upon an old fallen tree. Under the arched and elevated torso of the tree is a blue or black car which appears to be either a Saab 96 or 93 model. The front of the car is partially visible and it does not look like the roof is damaged by the tree..

The video then goes on to show the some of the rejuvenation efforts in the Braddock community including the renovation of a former church into a community center and the community garden plots. The You Tube video was uploaded on July 6, 2010. I was looking at it for the first time in January 2016 – some five and a half years later. What were the odds that the car was still there? I had to find out! And if nothing else, it would make for an interesting article in Vintage Views for those readers in the western Pennsylvania and eastern Ohio area to follow up on.



A non-artist's rendition of the car under the fallen branch of the tree. All artwork provided by the author.

I decided to do some on-line research to see if I could find the site of that house. A few things

Where is that Car? Cont'd

became particularly apparent which might provide clues to the location included: (1) The terrain was steep at the site yet the car was seemingly sitting on fairly flat land below. (2) The house was two-storey with two chimneys. Although most houses in older neighborhoods of Braddock were two-storey, most only had one chimney. (3) The house had what appeared to be white aluminum siding and a green gable end – at least to the rear. One would assume this would be the same at the front. (4) Unlike many Braddock neighborhoods where the houses are very close together, at this site there did not appear to be a house on either side nearby. (5) The house had a rear-facing open porch.

After many general searches relating to the car in Braddock I found that the only on-line reference was the Central Form communicate that I had initially come across. I then engaged Google Earth to scan across the Braddock older neighborhoods to see if I could find that house with two chimneys. I did find some locations that seemed to fit some but not all the provided hints. I wrote a couple of people in Braddock to see if they had a recollection of the location. One email response I received suggested that they thought it might be in North Braddock since she heard that some commercial shots were filmed there. Scanning more of Google views, I still did not find anything relevant.

With the passage of time and the sorry state of Braddock housing stock, it is possible that both the house and the car were now gone. Not wanting the story to end there, I came up with a plan: (1) To solve the mystery of the car under the fallen tree; (2) To get to visit the Pittsburgh area and see whether it is indeed a healthy city; (3) To visit the home of one of the surviving US Steel mills; (4). To see the status of the Fetterman-era Braddock community. During the third week of April, the Harris family made a trip to central and western Pennsylvania. We enjoyed many sites along the way including staying one night in Lititz. With a nice town center, it was voted the Coolest Small Town in 2013 and it is also the home of a large Wolf Sanctuary.

Then we went westward to stay in the nice Shadyside neighborhood of Pittsburgh. We enjoyed the National Aviary and the impressive Phipps Conservatory and Botanical Gardens – perhaps the largest of such structures we have ever been to. Pittsburgh certainly has its strong points and the architecture was very interesting to see. Late one afternoon I took the trip across the bridge to Braddock and surveyed the sad-looking center village. There was still a steel mill operating at the edge of the

center of the town. It was billowing out brown smoke from its tall stack. I stopped in at the No. 2 Station of the Braddock Fire Department to see if they would be able to assist me in my pursuit of the Saab under the fallen tree.

Three volunteer firemen were sitting at the large table at the station and took interest in my quest. They each looked at the printout of the 27-second mark of the commercial. Then, one by one, each pulled out his phone and played the YouTube video. They provided me with three streets in North Braddock where they suggested the house site might be. I took their advice and drove around that area, realizing that although the sites were very similar, the car and house did not seem to be there.

I had a limited amount of time so I could not pursue it any further. However, the fire department does have my contact email address if they ever run across the location. I have a feeling that some Saab club member knows what happened to the car. Perhaps it was found and it was determined that it had top and bottom damage which made it unreasonable to fix. Or perhaps one of you has that car in your garage. If you can write the conclusion to this mystery, please submit it for the next issue of Vintage Views. Being fond of both old SAABs and old buildings, I can only hope that the car was rescued with the same spirit of resolve and determination that enabled the Braddock Carnegie Library to once again serve a useful purpose to the local community.



Maybe this car. Or something like it.

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ONLINE CLUBS

The Saab Network

www.Saabnet.com

Turbo!

Send an e-mail request to turbo-request@ifound.com. Place the word "subscribe" in the subject line and the body of the post.

VSaab, The Vintage Saab Mailing List

<http://www.vSaab.com/>

vSaab, an unmoderated Yahoo Group

<http://autos.groups.yahoo.com/group/vSaab/>

Know of any additions?
Subtractions? Changes?
Corrections? Send your
information to:

Editor

NINES

30 Puritan Drive

Port Chester, NY 10573

ATTN: Clubs and Contacts

sbprods@optimum.net

President's Letter

Today, on the ride home from work, I actually had to put on my sunglasses for a few minutes. This pleasant reminder that the days are indeed getting longer helped boost my mood after a day of work. I know that pretty soon there will be an afternoon when the weather is just right to open up the sunroof on my way home.

In December, my Saab friend Ben Choiniere and I drove the Talladega down to Delaware to celebrate the 60th anniversary of Sports Car Service in Wilmington. Each year, SCS owner Bill Jacobson hosts a holiday celebration and birthday party at his shop. Outside there were Saab's parked everywhere ranging from vintage 96's to brand new 2011 9-5's with everything in between. The showroom was filled with some of the nicest cars from Bill's extensive collection, including a few of his GM Heritage vehicles and dealer display and show cars. A wide array of tasty treats could be found, including hundreds of homemade Swedish meatballs and some tasty Aquavit! Inside the immaculate service area, along with plenty of chairs and beverages was an array of customer cars as well as some of the nicest pre-owned Saab's around.

Special appearances were made by John Moss of CT and Jerry Danner, who had flown out from Denver to see his new purchase, a 1959 93B that had once belonged to Saab Cars President Bob Sinclair. We all enjoyed hearing and talking about, sitting in and simply looking at that beautiful car and so many other vehicles, pictures and other rare pieces of Saab memorabilia. I wonder which car Bill and his crew will bring to Carlisle this year...

The Saab Club of North America, Inc.

Sanford Bogage, President
Daniel Cahill, Vice President
Jim Hickstein, Treasurer
Ria Levine, Secretary
Seth D. Bengelsdorf,
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www.Saabclub.com



Jerry's new treasure, photographed by the author.

Upcoming events:

Carlisle May 19-20 in Carlisle, PA hosted by Saabs@Carlisle

eEuroFest 2017 June 9-10 in Lime Rock, CT hosted by eEuroparts

SOC 17 August 17-20 in Pomona, CA August 17-20 hosted by SCNA

See you in the spring!

Sanford Bogage
President, SCNA



Urban Barn Find!

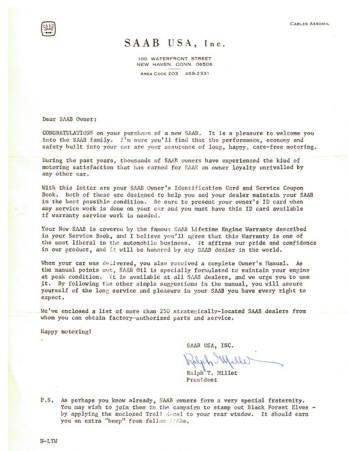
By Daniel Cahill

Not long ago I got a random email from a stranger asking me if I had personal interest in a 1967 96. If so, I had to act quickly as the owner was downsized, sold his house and "everything must go within three days!"

I rallied a few local Saab friends, grabbed a U-haul trailer and off we went to the rescue! This is a one-owner 3 cylinder 2 stroke oil-injection 96 that has lived nearly all it's life in Texas since coming from CheckPoint Foreign Saab in Buffalo, NY at the end of '67. A true survivor! While it needs work for real restoration it was a Saab that just had to be saved from the crusher!

It has been garaged in Dallas, TX and only has 79k original miles. Included with the car was the original

owner's manuals, some records, including service stamps from Huckabee Saab that closed back in the 1980s. I really enjoyed the letter pictured at left especially the "PS" section and I hope you do as well! By the way ... does anyone know the number I can call to make a claim on the "Lifetime Warranty" offered from Saab? (Ha-ha).



All photographs by the author.

Saab Clubs NewsCont'd

By Peter Vanhulle

Recently, we had our yearly reception of the Saab Club of Belgium. Because of three very special reasons, the club decided to invest in a special reception at a special location.

The Saab club of Belgium (almost 300 members) celebrated 30 years of existence, our club magazine *VIGGEN* was published for the 100th time in January, and Saab would have existed 70 years this year. So we had reasons enough to go special.

We ended up with an agreement to have a special Saab expo for one month at Autoworld in Brussels. This very nice museum is located in the European quarter of Brussels at the Parc du Cinquantenaire. This park was created in 1880 by King Leopold II, and the world expo was here in 1888 and in

1897. The hall of the Museum looks gorgeous, the cars in the museum are also very nice, but for us, the Saabs of some of our members made the biggest impression and we were very proud to have our Swedish beauties here for one month.

We will organize a few tours in Belgium in 2017, a Saab club weekend, and of course we have 2 international meetings this year. The Saab festival in June in Trollhättan (we always have about 10 members driving over) and then the international Saab meeting in Dinslaken Germany in August, where we will have many more members attending, as this is quite close to Belgium.

We sincerely hope you will also have a fully booked year with Saab things in 2017 in the States, and always welcome to say "hi" if you are in Belgium!



All photographs by the author.



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
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PARTS	\$ 5	\$ 7.50
WANTED	\$ 2	\$ 3
COMMERCIAL	\$ 15	\$ 15

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

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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

2009 9-3 SportCombi.

Color: Gray - Trans: Automatic - Mileage: 64,000 - Price: \$11,500. Vehicle is a daily driver located in Albuquerque New Mexico. Super low mileage, leather premium sound, tinted windows, runs great. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#17010896931i> Contact: Ish , Albuquerque NM Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17010896931i> Phone: 505-620-0441.

2000 Saab 9-5 Aero.

Color: Silver - Trans: Manual - Mileage: 103,000 - Price: \$5,500 OBO. This is an adult owned, original, unmolested 2000 Saab 9-5 Aero. This car is in very good condition, especially given it's age, with every option you would want. All the buttons, switches, front and rear seat heaters, power mirrors, power seats, sunroof etc. are in perfect working condition. Upgraded to silver Aero dash and shifter trim in the interior. The car runs smooth and quiet. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17012904041rlige> Contact: Rob Ligeti, Sunnyvale CA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17012904041rlige> Phone: 408-702-8557.

1988 900 SIS Convertible.

Color: Black - Trans: Manual - Mileage: 203,000 - Price: \$20,000 Rebuilt 2.1 Top & Bottom End. SPG Cams. Abbott Racing Stainless exhaust. Rebuilt trans with a Quaife LSD. Stage 2 Clutchnet kit. T5 Conversion with Euro Harness and a T7 BPC.

Flywheel CPS pickup to keep the AC. The interior has been completely reupholstered. Fresh paint job with a new top. All work done by East of Sweden in Broomfield, CO and tuned by Swede Fleet Tuning. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#17011911041rwisd> Contact: Robert Wisdom, Broomfield CO Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17011911041rwisd> Phone: 303-410-9766.

1997 9000 CSE Anniversary.

Color: Scrabble Green - Trans: Automatic - Mileage: 147,000 - Price: \$4,000. Totally stock car. Tried to keep original. Only radio aftermarket, (previous owner cut wire to install audio). Fresh rebuilt engine, new internal parts. New water pump, (a/c) doesn't work. Wood steering wheel. Wood door inner side. Everything original. Some light rust spots on front left fender. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9000.html#16090367531jisma> Contact: Jakhon Ismailov, Towanda PA Phone: 570-637-3513.

1994 900 Turbo Convertible.

Color: Green - Trans: Manual - Mileage: 80,532 - Price: \$2,500 OBO I've owned this for last 10+ years. I'd like to see it go to someone who would restore it. Or who has another one that is being restored and looking for parts to make another garage queen.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#17010877931mnies> Contact: Michael Nieset, Chagrin Falls OH.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17010877931mnies> Phone: 440-247-4861.

1994 900 Commemorative Edition Convertible #136/500.

Color: Black Metallic - Trans: Manual - Mileage: 157,500 - Price: \$8,500. I purchased this car in May of 2003 and have complete records back to that date. All service was performed by Swedish ProTech in Hermosa Beach. A new Eriksson five-speed manual gearbox was installed in 2006 at 117,000 miles. Other than a small oil leak, there is nothing wrong. Everything works. The Sonnenland German Canvas top was installed three years ago, Conti ProContact Eco+ tires have 10,000 miles, and the original Clarion has been replaced with a Pioneer DEH-7300BT. As the car has spent its entire life in Southern California, there is no rust. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#17013014041jgrah> Contact: John Graham, Redondo Beach CA.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17013014041jgrah> Phone: 310-379-2918.

1991 900 Convertible.

Color: Saab Green - Trans: Automatic - Mileage: 55,201 - Price: \$10,000 OBO. Sharp 900 convertible, literally owned by a little old lady (my 89 year old mom). Car is in Hinsdale, Illinois We'll consider all reasonable offers including transport. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6092> Photo available at The Saab Network Classifieds:

Classified Ads Cont'd

<http://www.saabnet.com/tsn/class/900convertibles.html#16121682931tvoge>
Contact: Tom Voegel, Carmel, CA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=16121682931tvoge>
Phone: 949-278-7915.

1976 99 GL SPG Turbo Conversion.

Color: Black - Trans: Manual - Mileage: 8,000 - Price: \$23,500. 1976 99 GL with 91 SPG motor, transmission, suspension, and wheels. Motor newly rebuilt and restoration have 8,000 miles on it. Paint is 1 year old. Lightweight fly wheel, injectors, fpr, modified APC, fuel chip. Too many things to list. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/99.html#17011057931kmayn>
Contact: Keith Maynard, Waldo MA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17011057931kmayn>
Phone: 207-712-3364.

Professional Perspective Cont'd

1974 99 EMS.

Sunset orange. 117,000 miles. One owner. Perhaps the finest original 1974 EMS in the Western Hemisphere. Many of you are familiar with it from Carlisle, New England/Orange, CT and Hershey gatherings. Owned by us since 2 July pickup in Sweden. Provenance of stock autocross and concours championships. Harrison rad core, Saab competition lower A-arms, John Moss Bosch alternator and fuel pump, Jack Lawrence headers/ exhaust, new rotors, rebuilt Bosch starter, virtually perfect interior including headliner, classic Saab Ronal mini-lights. OEM 'soccer balls' with original inserts, set of Saab OEM steel wheels. Saab applied side body trim. Vredestein 175/ 70s. Spares include tranny, injectors, steering rack core, exhaust manifolds, complete exhaust pipe, many seals, complete block drain/ brass tap assembly, tie rods, Bosch EFI computers, starter and steering rack cores, factory water pump tools, numerous dash instrument assemblies, trim parts, lenses, manuals, books, etc, etc, etc. \$12,900.
Contact: Bill Jenkins.
717 385-9626.



Parts and Miscellaneous

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.

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