

Nines

The Saab Club of North America Magazine



MAY/JUNE 2017 #347



Registration's open! Go to <http://www.saabconvention.com>. Even more information in the next issue of NINES!


Exclusively
SAAB
 Since 1969

Rust Free Used Parts
 There is **NO RUST** in Colorado
 125 SAABS TO PICK FROM

1-800-757-7222

519 Lipan St - Denver, Colorado 80204-4906
 Phone (303)595-4646 - FAX (303)595-0124
www.milehibodyshop.com


Scanwest Autosport

New, used & performance parts

Exclusive U.S. Distributor for 

www.scanwestauto.com

T: 206-789-2819 Fax: 206-781-5281 1-888-90TURBO
 9520 Greenwood Avenue North Seattle, Washington 98103

Advertise in NINES!
Call 914-565-3744 or
e-mail to
1sbprods@gmail.com
for a copy of our
Rate Card!

Be sure you get your next issue
of NINES! Check your mailing
address label sheet. If it says,
“Your last issue is #347” or ear-
lier, it’s time to re-subscribe.

Contents

Editor and Publisher:
Seth D. Bengelsdorf
Managing Editor: Diana Schaefer
Copyreader: Martin Berger

All material copyright 2017, SB Productions LLC. Material may not be reused or reproduced without permission. If permission is granted, credit MUST include the author's name and "NINES, the Magazine of the Saab Club of North America." The opinions and views expressed in the articles in this magazine are not necessarily those of the Saab Club of North America or its magazine, NINES.

Editorial contributions are always welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Computer-ready formats are preferred. Although we try, we cannot answer every inquiry or print every article and we reserve the right to edit at our discretion materials submitted. E-mail submissions are preferred; we are able to translate and read most word processor formats.

PHOTOS: Preferred sizes are 5" x 7" or larger. Good contrast color photos or full range black-and-white photos can be accommodated; no smaller than 3" x 5" please. Photos used on the cover will be rewarded with a one-year subscription to NINES and must be submitted in 8" x 10" format with the original negative or transparency, or as a TIFF file with 300 dpi resolution at a minimum at our 8 1/2" x 11" cover size. For return of photos, please include a SASE of correct size and affix sufficient postage.

CHANGE OF ADDRESS: Eight weeks' notice is required. PLEASE mail new address and old address, including zip codes, to the Saab Club at the address below, or fax or e-mail the same information.

RETURNED CHECKS: There will be a fee of \$25 charged for any returned checks.

NINES, The Saab Club Magazine
USPS 018-787, ISSN 1530-0730
Published bimonthly by SB Productions LLC of Port Chester, NY.
SB Productions LLC
30 Puritan Drive
Port Chester, NY 10573-2504
Phone: (914) 565-3744
E-mail the editor: sethbengelsdorf@mac.com
E-mail the publisher: sethbengelsdorf@mac.com
Web site: www.Saabclub.com

The Saab Club is not affiliated in any way with Saab Cars USA, Inc. or Saab Automobile AB.

SUBSCRIPTION RATE is \$40.00 per year in the U.S. Please see the on the mailing label form for complete information.

Periodicals Postage Paid Port Chester, NY and at additional mailing offices.

POSTMASTER: Send address changes to NINES, 30 Puritan Drive, Port Chester, NY 10573-2504.

Features

"Uncle" Bob's Car Reborn	8
Lipstick on a Pig?	10
ABS Woes	12
In Memoriam.....	13
My Lifelong Automotive Passions	14
Who Was Walter Kern?	15
Saabs Galore.....	16
When the Rubber Meets the Road Test	28
Saab in YouTube Series.....	39
2017 Proxy Ballot	32
Hard Headed Saab Owner	33
The Sap and the Saab Begins to Run.....	36

SCNA and Club News

Saab Clubs News	24
Saab Services and Discounts.....	26
NEVS News.....	30
North American Saab Clubs and Contacts	34
SCNA News.....	35

Departments

Letters.....	4
From the Archives by Bruce Harbison.....	6
On the Column by Chip Lamb.....	18
Professional Perspective by Chuck Andrews	20
Through a Windscreen Darkly by Linnea Krajewski.....	22
Classified Ads.....	38

Editor's Notes:

Usually I use these editor's notes to talk about something other than myself - anything but that! But this time is different. As this issue goes to press, I find myself moving across the country from the cold, more Saab sensitive climate of the north-east to the gentle hills and heat of Austin, TX. Pay attention to the next issue (or, if things move glacially, the issue after that) for a new mailing address. Also, the optimum email address will fall away after a while, so be sure to use 1sbprods@gmail.com or sethbengelsdorf@mac.com for assured delivery. Update your mail settings now! In the meantime, and as a parting shot, I present to you the front cover, taken by your humble editor during the most recent blizzard of 2017. I'll miss the snow, but now I'll drive my Saab to it, instead of shoveling out first. "Uncle" Bob looms large in this issue. Bob Sinclair was Saab USA's president and the father of the Saab convertible. See stories about him and his cars sprinkled throughout this issue.

Letters

Road Trip!

The Colorado Road trip started in Florida (East central) 4850 miles total with 800 miles in Colorado. Sports exhaust and fog lights since new. New upgrades are a 2012 style cargo mat, 2012 style center caps and Aero door-sill inserts front both sides. Average trip mileage: 35.10 MPG.

6 speed manual transmission with 27,000 miles after trip.- Highway 139 from Aspen back to Gunnison. Highway 149 South Fork to Gunnison.

Robert Lomitola
Cocoa, FL



www.saabnet.com
Over 115 million pages of Saab info served and over 171,804 visitors each month.



Saab news and Saab images library
Frequently asked questions and answers
Chat online with Saab master Technicians and other enthusiasts
Bulletin Boards
99, Sonett, C900, NG900, 9000, 9-3, 9-5, Detailing and Performance as well as: 2003 SOC, NESA, SCNA, BASC and WASSAAB Boards
Participate in monthly **online polls**
Over **171,804 Saab visitors** each month
Enter **monthly Saab raffles**

Free saabnet.com web-based email
Buying or selling a Saab? See it on saabnet.com classifieds
Join the **saabnet.com** mailing list

saabnet.com - as featured in Consumer Reports' 2001 Used Car Buying Guide



Submissions to Letters are always gratefully accepted! Please make sure to include your name and address. Letters may be edited for content and length. Send your letter to:
Seth D. Bengelsdorf, Editor
NINES
30 Puritan Drive
Port Chester, NY 10573-2504
1sbprods@gmail.com

Letters cont'd

Surprise!

I was super surprised when I opened my newest issue of Saab Nines magazine today to see my picture! This isn't just a picture of me with my car. This photo and the purchase of that car represent a time in my life I had the courage to make decisions for myself and my children that totally changed the direction of our lives for the better. It represents freedom, independence and a me I had lost for 14 years. Thank you so much for printing it!

P.S. I am currently driving my fourth Saab. The love affair never ended.

Donna Martin
Ballston Spa, NY

Eds. Note: Donna's son David Izzo bought her a membership and sent us a photo. It was published in the last issue.

Please renew my subscription to NINES, the Saab Club magazine. Check enclosed for \$75.



2011 SAAB 9-5 Aero XWD 2006 SAAB Convertible



2006 SAAB Convertible 2011 SAAB 9-5 Aero XWD

Eds. note: My new favorite renewal letter was from Roger Cunningham of North Las Vegas, NV. He included photos, front and back, of his Saabs.



June 9-10
Lime Rock Park
Lakeville, CT

DRIVE
SHOW
CAMP
SAAB
AUTOX
SWAP MEET
TRACK DAY
ROAD TRIP
EEUROFEST

For more info and
to buy tickets, visit:
www.eEuroFest.com

From the Archives

By Bruce Harbison

Since Spring/Summer is upon us, you the reader have probably experienced some lightning or thunder recently. This time we will resurrect an article from NINES # 240 issued June 15, 1999. Seth Bengelsdorf compiled the article into a section called Saab News for that issue. The article is about the soon-to-be-introduced Saab 9-3 Viggen (Thunderbolt). The article is titled Saab Launches All-New, Limited Edition 9-3 Viggen. Steven Goldberger was the editor of NINES at the time.

Norcross, GA - Saab made its US debut at the New York Auto Show in the spring of 1956. It was there that Saab first exhibited its high-performance sports car-the Sonett Super Sport prototype.

Almost exactly 43 years later, Saab unveiled another performance-bred Saab at the 1999 New York International Auto Show--the all-new Saab 9-3 Viggen Coupe. The Viggen name and badge honors the most agile and versatile Saab fighter jet ever developed, the Saab 37 Viggen, renowned for its innovative technology and design. Designed specifically as an advanced multi-purpose aircraft, the Viggen jet was capable of performing diverse duties, such as interceptor, strike, reconnaissance, and training duties equally well.

Equally versatile, the earth-bound Saab 9-3 Viggen is designed to deliver the unmistakable thrust of Saab Turbo performance while retaining traditional Saab character traits. Featuring the highest level of performance in a Saab yet, the Saab 9-3 Viggen carries on the tradition of its predecessors-cars like the 900 Turbo SPG that innovatively blended muscular acceleration with modified suspension in aerodynamic styling refinements. This unmistakable performance character makes the 9-3 Viggen one of the world's most entertaining front wheel drive automobiles. With 225 hp at 5500 RPM, and impressive torque of 252 lb.-ft. available at just 2500 RPM through 4000 RPM, the driver of a 9-3 Viggen will quickly identify with the level of thrust available to Saab 37 Viggen jet fighter pilots.

Saab's highly modified and responsive 2.3 L 4-cylinder engine, controlled by Saab's own Trionic T7 engine management system, resonates with Saab high output Turbo character and provides exceptional performance. The 9-3 Viggen's engine is 12% more efficient at producing horsepower per liter of engine displacement than the new 1999 Porsche 911 Carrera. More importantly, the Viggen is a fully 44% more efficient at producing lb.-ft. of torque per liter of engine displacement.

As with the Viggen jet fighter, the new 9-3 Viggen Coupe as the structural technology to support and enable its performance capabilities. To harness the Viggen's power and direct it properly, a new sport suspension comprised of springs, dampers, anti-roll bars and steering rack mounts has been developed. Transferring the Viggen's power to the pavement are 17" x 7.5" light alloy wheels with P215/45R17 low-profile Z speed-rated high-performance tires.

In developing the Viggen jet fighter, one of its key

attributes had to be the ability to land and stop in short distances to make use of Sweden's highway bases as necessary. Stopping ability was equally critical to the development of the 9-3 Viggen. Front ventilated rotors are more than three quarters of an inch larger in diameter and new, larger front calipers with larger pads are employed to haul down the Viggen from any speed. All 4 rotors have machined grooves for better cooling to ensure repeated fade free stops in demanding driving conditions.

With the higher performance capabilities of the 9-3 Viggen Coupe, aerodynamics plays a critical role as well. Aggressive exterior styling enhancements exclusive to the Viggen reduce aerodynamic drag by 8% (to a 0.31 coefficient of drag), and reduce lift forces over the rear wheels by 60% for superb road handling and high-speed stability. Keeping the owner of a Saab 9-3 Viggen well-informed and in complete control are new sports seats which provide greater lateral support and driver comfort.

The Saab 9-3 Viggen was developed jointly by Saab Automobile AB's Special Vehicles Operations team and the Oxfordshire, England-based TWR Group. The TWR Group is owned by Tom Walkinshaw, whose extensive racing background has evolved the company into one of Europe's foremost design and engineering houses, specializing in high-performance tuning.

The 9-3 Viggen Coupe's body will continue to be manufactured at Saab's factory in Trollhättan, Sweden, and then shipped in a climate controlled, sealed container to Uusikaupunki, Finland for painting and final assembly at the Valmet Automotive plant. Only a limited number of 2500 Saab Viggen models will be produced annually for worldwide enjoyment.

Saab has announced pricing for the company's new high-performance 1999 9-3 Viggen Coupe. For a base price of \$37,750, Viggen delivers the highest level of performance Saab has ever produced, yet still retains traditional Saab traits like world-class safety and versatility.

To truly appreciate the performance 9-3 Viggen provides, its base price includes enrollment for one in the Viggen Flight Academy - a 2-day intensive driving training session exclusively for Viggen owners held at Road Atlanta. The Viggen Flight Academy will be instructed by professional racecar drivers and is designed to teach Viggen owners the best techniques for driving a front-wheel-drive performance car. In addition to classroom sessions, driving exercises will include slalom, evasive maneuvers, breaking, autocross and downshifting.

Model year 2000 Saab 9-3 Viggen Convertible and 5-door versions arrive in showrooms during the fall of 1999.

The next part of this Saab NINES article is titled An Exclusive NINES Interview with Saab Cars.

Q: The new generation 900 was introduced in the fall of 1993. Why did it take 5 1/2 years before the Viggen variant was introduced?

From the Archives cont'd

A: The answer is partly financial, but mostly organizational. While the "SVO" concept was announced in 1996, and a "concept" vehicle shown, the fact is that the SVO group had only just been approved. It was, at that moment, an organization existed only "on paper." And even so, the SVO group consists of just 6 people. So from the outset, it was recognized that an outside contractor would be needed to complete the project.

This means that starting in 1996, a team had to be hired, the "concept" refined into product specifications, a number of contract engineering firms interviewed and a selection made (in all, 8 firms were interviewed), all this before a single "working drawing" could be made. In addition the Saab SVO team fully integrated themselves into the process at TWR, which met stretching out the time required complete the project in exchange for ensuring the excellence of the result.



Considering (that) the extent of the undertaking in the starting point is 3 years ago, we believe the project was accomplished in a rather short time.

Q: With the current 9-3 being based on a nearly obsolete platform, do we expect the Viggen to be a short-lived model, and will the next generation 9-3 have a "Viggen" sooner than 5 years into its model run?

A: We don't really agree with that characterization of the 9-3 platform. The 9-3 and 900 before it have all along been a rather unique combination of design elements Saab modified and developed for our own needs. As such, it really isn't like any other GM product made at the time or today. As for the model's life expectancy, let me share that our production plans for the Viggen extend to the year 2002, with a total production over the years of 11,000 units. Of these 11,000, approximately 3500 are allocated to the US. What will follow that is too far in the future for us to know or say anything specific, but we certainly do not expect a six-year gap between the end of production current "Viggen" and the beginning of production of the next SVO model.

Q: With larger brake rotors and calipers, will the Viggen accept a "minus one" winter tire fitment (16 inch rims, narrower, taller cross-section tires), or must we plan on "parking our Saab" during the winter (heresy!)?

A: 16 inch wheels will fit just fine, and there are plenty of performance winter tires and reasonably priced rims that will fit. A 15 inch wheel, however, is out of the question.

Q: What is the "Nimonic Alloy" as used in the exhaust valves?

A: "Nimonic" is a high nickel content alloy which is used to coat the outside of the exhaust valves. It is very much the same as the coating used on jet engine exhaust nozzles and it gives the valve excellent resistance to damage from the high-volume, high temperature exhaust.

Q: What is the variable boost feature, if not simply torque limitation in first and 2nd gears?

A: Torque limiting in the lower gears has been a feature on many of our recent products, as it is on the Viggen. That's not what we mean. As you know, the boost is controlled by the Trionic engine management computer. What makes it a variable boost is that the boost pressure will rise to whatever is required to allow the engine to reach full output. This goes beyond the traditional APC, which dumps boost when detecting preignition, but which also allows boost to rise only (to) a fixed maximum level. We've specified a maximum boost level of a little over 20 psi (1.4 atm), but you aren't ever going to see that at sea level. At sea level, boost will generally rise no further than the 15.7 psi where the 9000 Aero engine, with its similar maximum output of 250 plus lb.-ft. of torque and 225 HP, was limited. But at 10,000 feet, that's where the 20 psi of boost comes in, and there the engine will still be generating its full output of 250 plus foot-pounds and 225 hp.

Q: What causes a narrowing of the torque plateau? The 2.0 High Output Turbo (HOT) torque plateau ranges from 2300 to 4600 RPM. The 2.3 HOT doesn't plateau until 2500 RPM, which indicates a relatively larger turbocharger, but then it begins to drop off at just 4000 RPM. Is the torque being held back to keep the engine or drivetrain together?

A: first of all, the torque plateau isn't being "pulled back" to protect anything. In designing this engine, while it's similar to, say, the 2.3L Aero engine, it and the 2.3 LPT in the 9-5 truly are brand-new engines. The block has been made smaller, lighter and stiffer. The pistons and rings are new, and both engines are using low-friction rings. In the HOT engine we use forged pistons with reinforcements forced into the piston base, larger, stronger gudgeon pins, the head design has been refined, and the intake tubing is plastic for more uniform cross-section and less flow restriction. The turbocharger is in fact larger. We use a Mitsubishi unit in the Viggen because they happen to make a unit with pressure and flow characteristics better suited to this engine than any of Garrett's choices. Not that there is anything wrong with Garrett, we use their product on most of our cars and it works great. It's purely a question of the Mitsubishi matching the engine's requirements better. As for the reason why the torque begins to drop off at 4000 RPM, I'd only be speculating, but the V-6 in the 9-5 also starts dropping at 4000 RPM. We could be seeing a limitation from the intake baffling. Despite its being a very high-performance sports coupe, Viggen still lets you tour in civilized quiet and comfort."

We still see quite a few Viggens in everyday driving and especially at shows and Saab conventions.



"Uncle" Bob's Car Reborn



By Jerry Danner

Rocky Mountain Saab Club of Colorado

It is a pleasure to own this 1959 Saab 93B that was once owned by Bob Sinclair, the second President of Saab Cars North America, and spent time in the Saab Car Museum in Trollhättan, Sweden. There is a lot of history and lore attached to this car and expected ownership responsibilities of this rare vehicle.

In my fleet, I have 8 cars 1973 & older, 7 96's and 1 93B. 5 run, 2 are in repair and 1 is a parts car. 5 are two-stroke and 3 are V-4's. 3 bull-noses, 5 long-noses (2 of the long-noses are two-stroke. I heard of an auction in Aspen Snowmass where the Finest Auction had a Red 1964 GT850 rebuilt by Vernon Atterbery and then owned by Wayne Carini from Chasing Classic Cars on the auction block. Well, guess what? I bought it. Now I have two 1964 96's. One was a base model that I was the second owner of and one of the most desirable models Saab has ever built. I ended up selling the Gray 1964 96 bull-nose to one of our Rocky Mountain Saab Club members, Phil Drury. At that point I decided I really wanted to enhance my fleet and not increase my fleet. This was a great decision because I am out of home garage space.

My curiosity prompted me to call Bill Jacobson of Sports Car Service in Wilmington, Delaware. Bill has a large fleet of remarkable Saabs plus many other cars. It was good timing as Bill just made a decision that he needed to downsize his fleet to 20 cars. I was looking for a GM restored Saab or one of his Saabs that had a history. Bill mentioned Bob Sinclair's 1959 93B. I got excited!! Bill told me to cool down because he had two people interested in the 93B and needed to give them first rights. First in line was Randy Friedley and second was Bradley Burns, both of whom I knew. I asked Bill if I could personally call them and find out their commitment. "Go for it."

I called Randy Friedley to understand his commitment. Randy appreciated my call. He said "Jerry, I have too many things going on in my life with my Mother and her health issues, taking care of Harold and I just do not need another car project in my life at this time. I would be happy to see you have this car as there is nobody better to have this quality car than you." I truly appreciate Randy and his father, Harold.

I then called Bradley Burns to get his commitment also. Bradley, as you know, has many 96's and 93's. He really wanted this car, however it might be too much \$ commitment at this time to own it. He gave me permission to take the car and preserve the value of this quality Saab 93B.

I had both Randy and Bradley contact Bill Jacobson, to tell Bill in person to release their interest owning this car. That means I am now the owner! I was stoked!!

Transported the car to Denver January 12, 2017. It is my understanding this car has been sitting for a long time. First item to address is to drain the gas, blow out the gas line and test for blockage, install new fuel filter, and activate the electric fuel pump to pump gas to the carb to see if the float shuts off the gas when full. The fuel pump did shut off indicating full gas in carb. Activated the starter and starter did not activate. It turned out the contacts in the starter lever were corroded from the water pump leaking. When the water pump leaks it goes directly into the starter. Removed the contacts, cleaned, reinstalled. Pulled the choke and on the second compression stroke, the car fired right up!! WOW!! It's alive!!! Ran engine for a minute, then shut off because there was no coolant.

Checked the brake fluid and reservoir was empty. Filled reservoir, pumped the brake pedal and three of the four wheels hemorrhaged brake fluid. It needs brakes deluxe.

I towed the car to my home where it will reside. I started it up with no brakes, drove into my garage with the e-brake. Placed it on my lift and began the long journey to replace the brakes all around. Ordered all new wheel cylinders from Moss Motors. The brake shoes and drums were remarkably smooth. The fluid did not soak into the brake lining. I had new brake hoses made in rubber, not stainless, because this car is as unmolested a 1959 Saab 93B as you will ever find. I wanted, when looking into the wheel wells, to see rubber hoses, not stainless.

I cleaned and media blasted all suspension pieces, painted and installed all new rubber bushings. As of Feb 12, 2017, the brakes are done except the

"Uncle" Bob's Car Reborn Cont'd



Photographs provided by the author. At the left, Bob and "the lovely Anne," above, Jerry and the car in question.

master cylinder. I should expect my brake master cylinder back in a couple of days from Apple Hydraulics where it was sleeved and fitted with new seals.

I sent out the radiator to get cleaned because of the corrosion in the water pump and cooling system when I disassembled it. I disassembled the generator, cleaned the brushes, checked the bearings, cleaned it up and repainted it. I did the same on the starter.

It's alive and driving!! All went according to plan Sunday February 19, 2017. I did the final details to get the car drivable. I first drove the car around my neighborhood to wean the car from not being driven in the last 15+ years. It was a pleasure to drive. Brakes worked as well as drum brakes are expected. I first drove the car without the hood on. My neighbors gave me a thumbs up! Came back home, installed the hood and away I went for a longer drive. I ended up at Rickoli's Brewery for a celebratory beer to mark this day in history. Bob's 93B is finally alive!!

With the stock engine, stock air filter & muffler, this car is very quiet. It is very smooth in the shifting and accelerates well for a 750CC engine. Instruments all work except the clock. First stop was the gas station to give it a drink of fuel and oil. I immediately received my first gathering of interested car enthusiasts. Pulled the 2 cycle oil bottle out, poured the appropriate amount of oil for 5 gallons of premium fuel, and added gas.

My goal for this car is not to restore it. Leave it in the unmolested state it is in. Leave the original upholstery with the tears in it and foam crumbling, but make it drivable. Fix whatever it takes to keep it runnable only. From the outside this car has great curb appeal and I am proud to be the guardian of this remarkable Saab.

I am planning on taking this car to SOC17 in California. See you there with Bob's Saab.



Lipstick on a Pig?

By Stephen Goldberger

Truth be told, I no longer own a Saab. I supervise four of them, 9-3SS and 9-3SC owned by my daughter and her husband; 9-3 SCV owned by my brother; and a NG9-5 owned by The Middle Son, but the car I drive now is a Ford CMax Hybrid. The Ford now rides on Nokian "Z-Line" W speed-rated performance tires rather than the Original Equipment Michelin Energy Saver A/S: lipstick on a pig?

Hybrid always conjures up the image of a wheezing, wobbly Prius. The CMax Hybrid, however, is an adaptation of the European CMax, itself sharing the platform of the well-received Ford Focus. Handling is sporty, with pretty good road feel through its electric power steering, and a remarkably smooth ride considering its fuel-saving 38 psi recommended tire inflation pressure. The Michelin Energy Savers are among the best of the specially designed low rolling resistance tires, and on dry roads they work well, revealing only a bit of squeal during spirited cornering. I was pretty happy with them.

That happiness lasted about three months until I took a corner at a speed I consider normal for the wet road I was on. I once described in *NINES* the action of Saab's stability control system as "the hand of God" gently guiding the rear end" during an emergency maneuver when someone suddenly barged into my lane on a snowy expressway exit ramp. This time it felt like God was using both hands and maybe a foot to firmly slow the car and keep it in line. Over the succeeding three years I have driven with dread and restraint in the rain, and have been rewarded with only the occasional minor slippage.

Late this summer I got fed up and looked into the tire market. Besides being scary in the rain, the now-partly-worn Michelins howled at speeds from 30 to 50 mph. My simple requirements were very good dry road and wet road handling, and at least good rolling resistance, ride, and wear properties. In addition I was looking for a tread pattern that would be less likely to howl when worn (see sidebar: "Dress Hemlines and Tread Patterns"). As always, price matters. My resources were Tire Rack and Consumer Reports test results (see sidebar: "When the Rubber Meets the Road Test").

What I found was pretty much a confirmation of what I've known for a long time: tire design is an exercise in compromise. Traction (wet and dry), longevity, winter performance, rolling resistance, ride quality, and cost are all interdependent, and improving any one factor tends to worsen one or more of the others. About the only synergy is between



longevity and winter performance. Replacing some of the carbon black in the tread compound with silica makes the rubber more compliant in cold weather and results in longer tread life. It also reduces wet traction. In the end, I found that tires that met my requirements tended to be among the most expensive (surprise!). In addition, the "all-season" varieties as a group have less wet traction than the summer tires, and the higher speed rated all season tires have unacceptable rolling resistance. I was able to correlate between Consumer Reports and Tire Rack tests in most cases.

One that I could not correlate is Nokian's "Z-line" high-performance summer tire, which was very highly rated by Consumer Reports but not tested by Tire Rack. It also has the highest list price of any of the tires Consumer Reports tested. On a whim I did a price search and found them for \$63.00 (plus shipping) each from a place I never heard of: SimpleTire.com. I haven't bought a tire for so low a price this century, and routinely have paid twice that or more for 17-inch tires! I called and interrogated the sales rep. No matter how I framed the question, I got the same answer: they are brand new, never-mounted, first-quality tires. I crossed my fingers and revealed a credit card number. A couple of days later they arrived, as advertised.

The downside to ordering tires on line is that one is on his own when it comes to mounting, balancing, flat repair, and damage. At the end of the day I purchased a couple of extra wheels from a junkyard, six Nokian tires, mounting and balancing for around what I would pay for four lesser tires plus road hazard warranty. And by the way, road hazard warranties have degenerated over the years. It used to be that the vendor would replace the damaged tire with the same or an equivalent tire, and discount the new tire



**NOKIAN
TYRES**

according to the percentage of tread remaining. But now it seems you are simply given a payment equal to the value of the unused tread based on your original purchase price. Good luck finding a 17 inch Nokian Z-rated tire for \$63 again!

Long time readers may remember that when I was Editor of *NINES*, Nokian furnished me a number of tires to test, with model NRZ being the last of them. Aside from the tread pattern, the new tires are very much in the style of the earlier ones. They are constructed from rayon-ply sidewalls (rayon being the highest-performance tire cord), steel belts, and a nylon cap ply. Tread wear indicators, not merely the FMVSS mandated bars, are molded into the tread. Wet traction is very much more to my liking, and dry traction is also much better. The ride has a cushion quality that the Michelins never had, and of course the howl is gone. Fuel economy hasn't worsened much, and I don't fret the rain any more.

To answer the title, is this lipstick on a pig? I am reminded of a sales slogan from one of the past advertisers in *NINES*: "You aren't buying a tire, you are buying safety." I am reminded of an interview I conducted with an executive of Pirelli. On the subject of tire rolling resistance, he was adamant that the cost in safety wasn't worth the benefit of fuel savings. His statement was that if fuel savings is so important, just slow down by 5 mph and stick with tires that grip. I am also reminded of my first trip to France in 1970. In those days the Michelin XAS was THE performance tire, and it seemed that every Renault Dauphine, Fiat 500, and VW Beetle, let alone more powerful models, was so equipped. No, it is not lipstick on a pig. Tires are at least as essential as brakes, and when manufacturers install tires with marginal traction, whether it's for fuel savings, softer ride, or to save a little bit on the purchase price, they aren't doing you a favor.

had they produced the super-sexy, convertible Quantum.

Walter was Chief Mechanical Engineer at Teradyne Corp., a computer-controlled testing systems company. He developed formulas for some of the earliest synthetic oils ever produced. He was the president of The New England Sonett Club (later became the VSCNA) for almost twenty years.

He loved Saab Sonetts. He had a need for speed so his Sonetts always came equipped with a custom-installed turbo. When his turbo Sonett got boring he helped develop a fuel-injected turbo! His cars were all about innovation.

When he was 78 years young, he commuted to work (yes, he still worked) in his electric Sonett III. His self-designed electric car would travel 60 miles at 50 miles per hour between charges. I had a chance to see the car on a few occasions. This was a professionally built car that WORKED. He said that free wheel drive made vintage Saabs the perfect candidate for an electric conversion. GM could have spent 50 million dollars to design a car that didn't work as well.



1966 Quantum IV

Walter lived in a retirement community the last few years of his life. One day his community was having a hobby show. The residents were displaying their handiwork on the great front lawn. On display were needlepoint, quilts, crafts etc. Then Walter drove in with his screaming yellow 1974 electric Sonett III. He just parked that thing right in the middle of all the other items on display. His grand entrance gave him instant celebrity status in his new community!

He was a true gentleman who always had time to explain things to anyone who asked. His work wasn't always aesthetically pleasing but always challenged the senses and improved the breed.

Walter Kern passed away on October 13, 1999.

ABS Woes

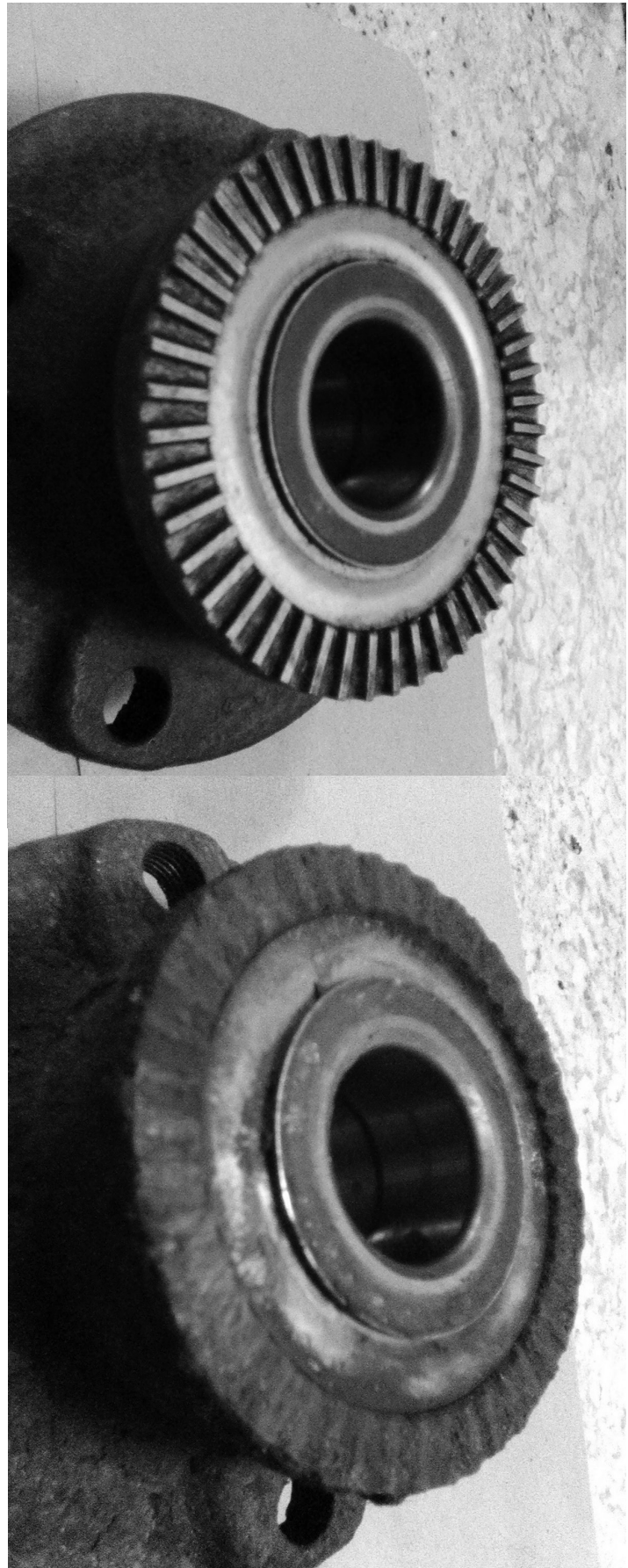
By Richard Bohn

At around 286,000 miles, the ABS system on my 1995 Saab 9000 Super CS started applying the brakes when coming to a stop on bare pavement for no apparent reason on an intermittent basis. (I have to add that at just under 300,000 miles, the 9000 runs great and has the original engine and 5-speed with only the timing chain guides having been replaced by me as a precaution.)

This ABS problem would happen about every 15th time when coming to a stop. As the miles continued to add up, the occurrence of this event increased. The ABS computer started throwing codes, once indicating the RF ABS sensor was bad but measuring the resistance showed it was good. Then it kept throwing the code #22251 for an "intermittent main relay circuit incorrect" problem and then it threw a code for a faulty LR ABS sensor, and again that sensor's resistance was fine.

It finally got to the point where the ABS was suddenly coming on at just about every stop and I was afraid of getting rear-ended, because it slammed the brakes on fast. Towards the end you could tell it was going to happen as you could hear the ABS pump making noises, which made me think maybe it might be a bad pressurizer bladder. Before looking further into the bladder, I decided to check the ABS cogs on the rear brakes since I was installing new pads anyway and was amazed at what I found. The ABS cogs were almost completely eroded away (see picture)! No wonder the ABS computer was going wacky.

As everyone knows, salt is still being used on the roads in the northern parts of the USA during winter. The rear dust shields on my Super CS had rotted away years ago and I never gave it much thought. I now realize these shields play an important role in keeping the salty slush from coating the ABS ribs on the rear wheel hubs. The front ABS ribs are pretty much inside the front steering knuckle and much better protected from the water and salt. I got a set of rear hubs off a wrecked 1998 9000 with 117K miles that had been driven in winter, but still had good dust shields. The ABS cogs were almost pristine (see picture). Installing these used rear hubs fixed the problem and the ABS system is now good as new. So the moral of the story is to make sure your rear brake dust shields are in good shape and replace them if they are starting to rot away.



Photographs provided by the author.

In Memoriam

Randall A. "Randy" Cook

September 16, 1945 - February 16, 2017

To anyone who didn't know Randy, he was a Saab person with almost no equal. He was a SCCA Member for more than fifty years and raced Saab two-stroke sedans, Sonetts, and a Formula "S," and a V4 Sonett III for most of that time. He drove other makes, but Saabs were his primary ride.

I met Randy in 1983 or 1984 when we were both working for the Department of Commerce in Atlanta. We found that we had a lot in common including being born in the same Baltimore hospital, although my appearance there was twelve years earlier than his. Also a common interest in Saab. I had owned a '68 V4 96 and a '72 99.

would make a good two-stroke vintage race car. Ken Payne did the necessary engine conversion and the Red Sonett # 97 was born for another twenty year career. Both those cars, when retired, found new homes in the Lane Automobile Museum in Nashville, Tennessee.

After those cars were retired Randy continued to drive my '60 93 and Sonett III vintage race cars. The last time in the 93 was at the reopening of the Thompson Connecticut road track in 2015 and I believe he raced the Sonett once last year in Florida.

Randy graduated from the University of Alabama and was commissioned Second Lieutenant in the Air Force in 1967.

He and Lauri were married several days before graduation and would have celebrated their 50th



Photograph provided by the author.

At the time he was racing a Sonett III in the SCCA Atlanta Region. He persuaded me into buying a '72 Sonett III. In the next few years when Randy and Ken Payne formed The Vintage Saab Racing Group to participate in the growing vintage racing venue. Soon I sort of became the de facto logistics manager beginning when I flat-towed a '60 93 that Randy found in College Park, Maryland, to him in Georgia. That Red # 93 car was raced for at least twenty years.

Then we decided a '67 Sonett I had in my garage

anniversary in two months. He is also survived by daughters, Cristi, who lives in New York, and Kelli who lives in Florida.

We will greatly miss our long friendship with Randy and our mutual love for Saabs !

Tom Cox



My Lifelong Automotive Passions

By **John E. Aibel**

Reprinted with permission.

Brother Fred did it again. We were at Lime Rock for a vintage race, and Fred said he met a fellow who had a Saab special for sale that he "ice raced." It ran and came with some spare parts. The price was nominal, and it was eligible to race in our club.

I arranged to pick the car up the following week. The seller advised that I should go through it before I put it on the track.

I did not know the history of this car at the time, but many of my club members knew how significant this car was. Researching the car's history brought me to the original builder, one Mr. Walter Kern. I had the privilege of speaking to Mr. Kern on the phone, but was never able to talk to him in person.



Walter Kern in the Quantum 1.

Mr. Kern was a nuclear physicist schooled at MIT. He was an amateur sports car racer. He had raced a Fiat-powered Siata and a Porsche in the New England area. Engine oiling problems resulting from the short race tracks in use caused loss of lubrication, and engine damage.

Seeking a cure for this problem he came upon the Saab economy sedan being sold in the New England area at the time. These front-wheel-drive economy cars utilized a two-stroke-cycle engine. Since lubricating the engine was accomplished by adding oil to the fuel, it solved the problem of engine lubrication.

In Europe Saabs were becoming recognized for their rally success.

Walter was able to enlist the use of an IBM

computer, then the size of a room, from his friends at M.I.T. The chassis design was the first ever to be designed with aid of a computer. The resulting chassis was both very rigid and light. A chassis was built to the computer design using Saab engine and running gear.

The US representative for Saab looked favorably on Walter's design and provided him with some very special performance items not available to the public. The not yet released four-speed transmission was one such item. A minimal aluminum body was built to cover this car.

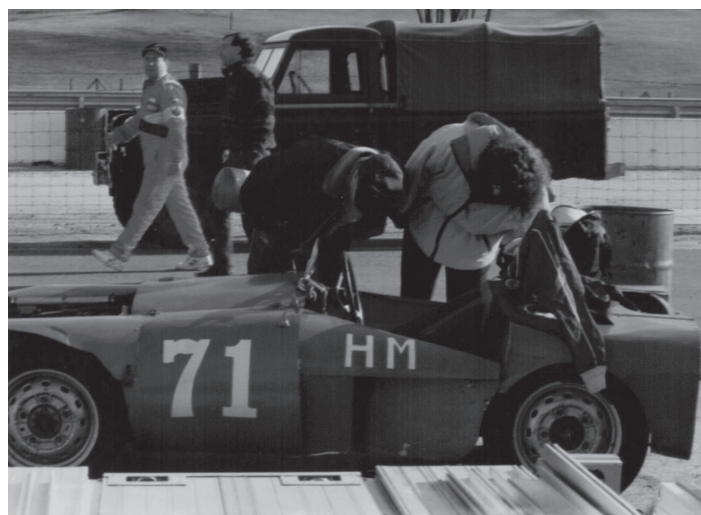
It was a very successful car right from the first race held on the Thompson race track in CT, taking a first in the 750 cc class, H modified, in SCCA classification.



Unknown driver taking the checkered flag at Thompson. All photographs supplied by the author.

The Quantum went on to win many races, and won outright, not just a class win.

I am not sure of the history of the Quantum from



The Saab Quantum 1 at Lime Rock. John Aibel and daughter Candice.

Who Was Walter Kern?

By Bruce Turk, President, V.S.C.N.A.



Candice in the Quantum sizing it up!



the time Mr. Kern sold the car until I was able to buy it.

I raced this car for years both at Lime Rock and the Pittsburgh Vintage Grand Prix. It was the most dependable race car you could imagine. It provided me the opportunity to have a first-class seat at these vintage races. I watched beautiful supercharged Alfa Romeo 1750, Jaguar SS-100, Fiat Abarth Zagato Double Bubble coupes, in close high speed racing. The thrill of a lifetime. The only DNF (Did Not Finish) was when a long screw punctured a tire during a race in Pittsburgh.

I finally sold this great car to Saab people who are still vintage racing this car.

blogspot: <http://automotivepassions.blogspot.com/2017/03/quantum-1-by-john-e-aibel.html>

Walter Kern was a nuclear physicist trained at MIT. During the 1950's he was an amateur sports car racer who had some success with a Fiat powered Siata and a Porsche, until the cars' engines were blown. Walter realized that engine oil starvation on tight turns was responsible for many engine failures, so he was drawn to the Saab two-cycle engines.

He decided to design and build his own car, incorporating the Saab power plant. Walter worked with Al Conrod (Seth—Check spelling. MB) of Itek Corporation and Jack Soumala of the MIT instruments lab on an IBM computer to design a chassis with neutral steering. Walter told me that he believed his was the first car to have its chassis designed entirely by computer (remember this was around 53 years ago!) The computer he used filled an entire room.

Walter settled on a chassis configuration made of sheet metal with a Saab engine and trans axle. The completed chassis, which he called the Quantum, had a hand-built aluminum body. The car was raced at Thompson Speedway in Connecticut in May of 1960, taking first in class. At a race in the rain at Vineland, NJ, the Quantum won, beating out a Ferrari and a Maserati. In fact, in its first racing season the Quantum took first in class every time it ran.

Another Quantum was built; this time with a gorgeous fiberglass body that Walter said resembled a ¾ scale E-type Jaguar. The car was shown at the 1962 New York Auto Show, the public absolutely loved it. Saab gave out press reports that said the car would be in production soon, with the anticipated price of \$2,995, FOB New Haven, CT.

The CEO of Saab at the time, Ralph Millet, supported Kern's efforts by handing Walter the "keys" to the Saab warehouse parts bin. Mr. Millet believed in Walter's design and made arrangements to have the car sent to Sweden for review. Saab was designing what would become the Sonett and thought that maybe, just maybe, they would use Walter's design.

The rest of the story is history. The Swedes picked Walter's Quantum apart because they couldn't bear the thought of producing a sports car designed by an American. A purely political decision was made to manufacture what we now know as the Sonett II. This was an error of epic proportions. The Sonett II was not "taken well" by the American press, to put it mildly. We can only speculate what would have happened

Walter Kern continues on page 11.

Saabs Galore

This is the fifth 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 point is to let those who continue to enjoy the individuality and great value of the cars to know where these unique shops are and what they offer.



Specialized Auto is located at 147 Eastern Avenue (also known as Rt. 133) in the Cape Ann town of Essex, MA.

The greater Boston, MA, area has had a healthy density of Saab owners since the late 1950s when the first USA version Saab 93s were imported to this country. This eventually developed into the need for independent Saab repair shops over the years. One such shop was ABJ Foreign Auto Supply and Repair of Somerville, MA. Al Riskalla was the proprietor of that business for over thirty five years. Now closed, ABJ, ended with the passing of Al in 2013. Al Riskalla was a celebrated businessman who was recently memorialized with a mural of three old cars painted on the steps which face Marshall Street in the town where he ran his business. The mural was painted by Liz LaManche in October 2016 and had the title: "The Soul's Journey as a Series of Weird Old Automobiles." The images include a red Saab 96, a mustard yellow VW Vanagon and a blue VW Beetle. On the internet, please see <http://www.wbur.org/artery/2016/10/14/liz-lamanche-mural> or view the real thing at the stairs that bridge the short hill from Pearl Street to Medford Street in Somerville, MA.

Al Riskalla had a strong positive impact on his customers and his employees. One employee back in the 1980s was Mark Gallagher. Mark learned a lot from Al about repairing cars and Saabs in particular. Mark's first Saab was a 1975 99LE two door. Mark found the Saab 99 and 900 models to be way advanced in comparison with the automotive competition of those years. He liked the cars' cornering and handling and the curved windshield. Mark's brother had a 1973 99 two-door which he made into a race car with dual side-draft carburetors.

All of the undercoating and sound-deadening materials were removed and a fiberglass hood was installed to reduce weight. The Gallaghers continue to have that car to this day, now with a 16-valve 900 engine.

Mark Gallagher is the proprietor of Specialized Auto in Essex, MA, which has been repairing and selling Saabs since January 1993. Essex is located north of Boston in Essex County and is part of Cape Ann. Cape Ann is a great place for a quiet vacation away from the traffic jams of more congested summer beach destinations such as Cape Cod along Route 28. Rockport, Gloucester, Manchester by the Sea, and Ipswich are adjacent towns to Essex. There is a red wooden fishing shack known as Motif No.1 located at the end of the Bearskin Neck granite wharf in Rockport. It is reputed to be the most painted building in the United States -- if not the world. Mark started his business at a garage located in the southern end of Essex. Years ago, on one of our family's many vacation trips to Cape Ann, I can recall driving by Mark's house at the other end of town and noting a few Saabs in his backyard. About four years ago, Mark moved the business to a remote location to the right rear of the house off Rt.133, the main road on which several antique shops are located. The used cars for sale are shown at the front lawn of his house. There is a road in between that location and the adjacent Essex Seafood which starts off paved but turns into a dirt road which leads to the Specialized Auto repair shop. Many Saabs are parked along the road, and once the road reaches a short incline you know you have reached the right place. There are Saabs everywhere. These include customer cars, cars being prepared for sale and many parts cars.



Saabs Galore Cont'd



Mark Gallagher stands in front of his shop in Essex, MA in June 2016. All photographs provided by the author.

Recent cars for sale at Specialized Auto include a 2001 9-3 Viggen, a 2001 9-3 Convertible with 73,000 miles, a 2008 9-3 SportCombi wagon, and a 2009 9-3 Aero V6 AWD sedan.

Mark has two mechanic employees, brothers Andre and Patrick, working at Specialized Auto in the repair of Saabs and other brands such as Audi, BMW Porsche and Volvo. Like other Saab specialists interviewed, the staff at Specialized Auto acknowledge that the sludging of certain model year car engines was a problem. Andre, who has worked at the shop for more than six years, mentioned that some Saab owners don't seem to pay attention to regular oil changes that are the life blood of the engine over the long run.

When asked about high mileage customer cars, Mark mentioned a prior customer's classic 900 with 425,000 miles and a current customer's car approaching 300,000 miles. One of the things keeping northern cars from maximizing odometer mileage is the rusty dog legs at the front of the rear fenders on the first generation 9-5 models. Those need attention at the beginning signs of rust. This author has found POR-15, properly applied using each step, works well for the outside. After finish sanding and compound, matching spray can paint

can be found online at www.expresspaint.com. They have Saab paint colors dating back to 1979 models! Then spray a clear coat to protect the paint. Spray a little waste or other oil on the back side to keep rust attacking the hidden seam part at bay.

Specialized Auto has an extensive collection of Saabs (I counted about 50!) many of which are for parts or potential restoration. Two 99s, several classic 900s and many 9000, NG 900, 9-3, 9-5 and a few NG 9-3 models are awaiting the need for the right used part. Mark is willing to sell body parts, engines, transmissions, or any other small parts off the cars. He will ship the parts if possible. He will also sell whole cars for parts or rebuilding.

Specialized Auto can be reached by calling Mark at 978-768-1121, or by emailing mark@specializedauto.co.

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



On The Column



**By William "Chip"
Lamb**

The Bob 900

It occurs to me that this issue will hit mailboxes and be read very soon after the time that my friend and Saab legend Bob Sinclair would have celebrated his 85th "Natal Day," as he would have put it and a seemingly-long time since he passed 8 years ago. There remains a lot of Bob's legacy not just in the Saab community but throughout the automotive industry here in the USA and abroad. Just last January, Saab friend Jerry Danner acquired Bob's former 1958 93B from fellow enthusiast and service professional Bill Jacobson's museum in Delaware and is presently reconditioning it for use with new brakes, cooling system and much else following many years on display. Sinclair took said car in trade for his 1967 Sonett II from the Saab Bilmuseum (Saab's factory museum) as it was representative of his first company car while working for the nascent brand as a traveling dealer sales representative. He loved owning it and used the car on the California Mille and various other rallies before selling it and his SaabSA (a BSA Lightning motorcycle fitted with a Saab 3-Cylinder 2-stroke engine) to Jacobson in the early 2000s.

I too have been engaging in some Bob nostalgia of late. A client of mine and long-term parts customer of West of Sweden is in the process of liquidating part of his collection of fine cars as he downsizes into retirement. One of these is a 1991 900 Turbo Convertible that he purchased new and took fastidious care of for over a quarter century, racking up just short of 80,000 relatively trouble-free miles during that time. Presently, the car sits in my showroom and is being listed on the Bring a Trailer auction site to good acclaim from potential buyers, not for the least reason that I am offering it for sale to the highest bidder without reserve, as I have guaranteed my client a minimum that I would personally pay for this example should nobody else agree.

In answering questions on the car in the forum that Bring a Trailer (BaT) provides on each and every one of their listings, I wrote the following this morning and deemed this slightly re-edited version fit for publication in these pages:

(Your) question brought forth a few memories, one



of which I'll share with you.

One of my best friends, sadly now departed this life, was Bob Sinclair, the CEO of Saab-Scania of America from 1979 through 1991. Bob was responsible for the 900 convertible.

The reasons for the 900 Convertible's origin were multi-faceted. Not two years after taking over the corner office, Bob initiated 60 straight months of increased sales for the American division, bolstered by incredible brand building and simplification of Saab's corporate model structure. When Bob came back to Saab in 1979, there were way too many models offered, in his mind confusing the buying public with so relatively few cars on offer. In 1978, Saab offered the

On The Column Cont'd



99GL, 99 EMS, 99 Turbo and 99 GLE with 1979 ushering in the new 900, 900 EMS, 900 GLE and 900 Turbo – and still more still that the Swedes wanted in the USA in the coming year. By 1980, Bob stopped importation of the 99 entirely and simplified the model range for 1981 to 900, 900S and 900 Turbo, available only in 3CK (hatch) and 4SN (the new 900 sedan body), dropping the 5CK (4 door wagonback) and not taking the 2SN at all (2 door sedan).

Concerning the latter, the Swedes did not understand why Bob did not want their new value-leading car. They barely understood why Bob did not take the basest of 900s, one with an H engine and single Stromberg carburetor. As Bob's sales increases continued to (gladly, it should be said) stymie them,

they finally made it a requirement that Bob take 10% of his allocation in 2SNs by 1985 – but, he could order them any way he wanted. Bob started a litany of requirements – Exclusive Appointments Package, leather, the new-for-85 16-valve turbo engine and one more thing – a convertible roof! The man on the other end of the line said (per Bob, and I quote) “Meeester Sinclair, have you lost your mind?”

Bob immediately called up Heinz Prechter of American Sunroof Corporation near Detroit and ordered him to develop a prototype convertible based on the 2SN. Not to be outdone and questioning structural rigidity as well as ASC's ability to develop a marketable car for Saab, the Swedes sent a 3CK to a Swedish design firm to conceive their own design. Both cars were brought to the 1983 Frankfurt Auto Show and survive to this day in the Saab Bilmuseum. It is not hard to see at the time, let alone now, just how much egg the Swedes had on their face with their “Sunday School project” 900 CV based on the 3CK, since the 1986 900 Turbo convertible that hit the market to much acclaim was a barely-changed version of Prechter's prototype. The first 300 1986s (with the exception of the retained Cherry Red 1986 press car) were silver with Buffalo Gray leather and all appointments; Saab 900 convertibles remained loaded-up examples until 1991 when the first naturally-aspirated 900S convertibles were launched.

Among much else, Bob was also responsible for the marketing that made the 900 SPG (Special Performance Group) special with just body cladding, wheels and suspension additions in the first two years, since EPA would have required separate certification had a driveline modification been made. Bob even made the “Special Black” paint (just black lacquer) part of the upcharge for the SPG. His own company car, a 1985 SPG, had an aircraft landing light mounted to the rear parcel shelf to discourage tailgaters, one of which happened to be a CT state trooper on the Merritt Parkway, who required Bob to remove said device right then and there.

Miss you still, old pal.

Simon du Stroke (Jr.)

Professional Perspective



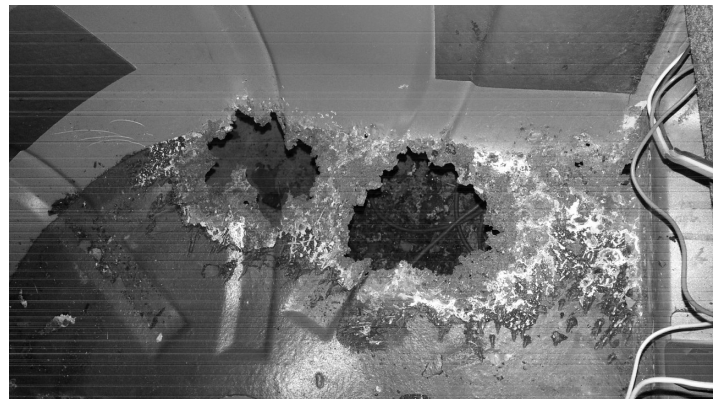
By Chuck Andrews
Rust Repair II

My family has always enjoyed the Saab 9-5. These cars just seemed to fit us well. Over the years, we have owned other models but are now primarily driving 9-5s. Currently, we have six; four are sedans and two are wagons ranging from about 150,000 to near 400,000 miles so they are not new. One of the things that has impressed us was how they withstood the rust that plagues cars here in the rust belt. For many years there did not seem to be any soft spots in the Saab engineers' plans in the 9-5s. However, one of the most common rust spots is on the dog legs on the rear quarter panels. It took many years for these spots to show up on our cars. Now, I think all of our 9-5s have rust showing there. As I have written previously, when I started the rust repair on my Aero a few months ago, I knew that the dog legs would need work. In a Nines #345 article, I wrote about how I successfully fixed the other rust spots with little trouble (surface rust). I have a list and description of the Eastwood materials I used then so I still have enough to do this project and several more. These two spots seemed to be unique to my car. I knew that I had some rust underneath the car but my initial examination seemed to indicate that it was minor and mostly just surface rust that would not be difficult to stop or repair. However, my optimism was not to be rewarded this time.

In November 2016 I drove my car to my son Dave's house about 15 miles away. He has a well-equipped and heated shop in which I would take care of the undercar rust spots. Because I had the whole day off, I was not in a big hurry for such a small task. Over the years, I had seen a few 9-5s with rust holes in the trunk floor and in the passenger floor but never related it to be a universal problem. Now I know it is. I thought I had looked at my 9-5 with a keen eye over the years and had not seen any such problems, but they were there.

Maybe I should explain how the car is coated or rust and sound proofed. When the sheet metal floor pan and trunk floor is stamped out in the factory there are holes that are about two inches in diameter in various places. I think these holes must be part of the stamping process to allow the sheet metal to be

formed without wrinkles, etc. or in an emergency they could be used to drain water from the inside of the car if need be. After these panels are welded into the car body in the manufacturing process, the welds are seam-sealed inside and outside of the car. Plastic plugs are installed in the holes in the floor pan. On the inside of the car, in both the trunk and passenger compartment, a material that I think comes in a sheet between one eighth and one quarter inch thick is laid on top of the sheet metal and the plastic plugs. This is a very dense material which is black and resembles a rigid asphalt material. The underside of the complete floor pan is sprayed with undercoat that is a plasticized and maybe polyester coating over the plastic plugs, seam-sealer and sheet metal; without a doubt a very complete sealed coverage. Somewhere in this process (maybe at the end), I think the car body is heated/baked which allows the sound deadener (black asphalt sheets) to conform to the shape of the sheet metal and form a watertight bond. So now the plastic plugs and sheet metal are in a sandwich between the sound deadener inside and the undercoating on the outside of the floor pan. As long as the metal is in this sealed, protected sandwich with no moisture, it is safe. If any moisture penetrates this envelope, it is trapped and corrosion begins. The plastic plugs are the weak spot. They are flexible and expand and contract at different rates from the metal parts. As soon as the seal from the coatings is broken, there is a problem. The car color is also applied somewhere in the process so you don't realize what all is incorporated in the floor and the coatings. I hope this description gives you an idea of how the floor is put together so you will understand the corrosion issue.

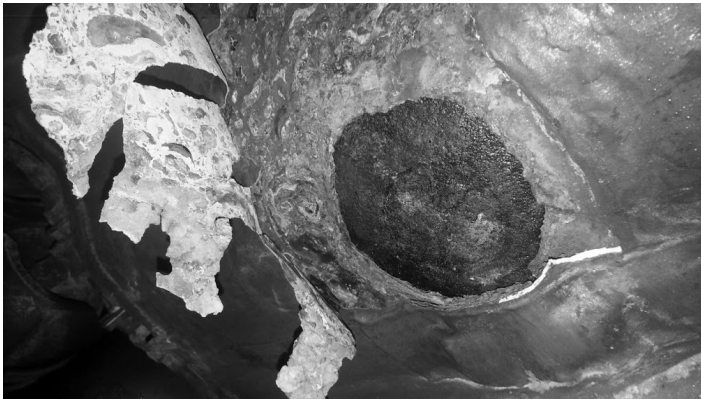


Ugly rust thru. All photographs provided by the author.

Back to my Aero. I arrived at Dave's shop and we jacked the car up. With jack stands under it for safety, I used a creeper and slid under the rear of the car with my four and a half inch electric grinder and two-inch double twisted wire brush attached. As I looked at the situation, I decided to try to scrape some of the rustproofing off the metal first. It seemed like it was loose. I soon was peeling rubber-like strips from the

Professional Perspective Cont'd

suspected area that looked rusty. I soon found out that there was no metal. As I stripped off the coating there was some flaky metal and rust, then the plastic plug fell out and the asphalt-like sound deadener from inside the car was showing through two large areas. I used the wire brush and soon found that a chunk of my trunk floor was missing. This was a total surprise since there was no indication of rust inside the trunk with the spare removed. The rigid painted sound deadener had covered and sealed it all.

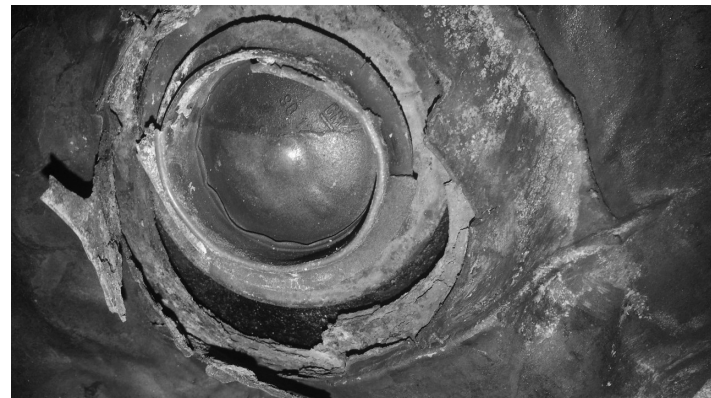


I didn't have much choice but to cut the rusty metal out and clean the sound deadener from the edges so I could weld in a new piece of sheet metal. The patch was 10 by 24 inches. We had a problem, though, because Dave's garage is about 5 miles from town where the only metal I could buy was 14 gauge instead of 18 gauge which is what the car is made with. The 14 gauge metal is almost twice the thickness and will give the trunk floor more strength but is more difficult to form the patch. With a hammer, vise and autobody dolly, I was able to form the new sheet metal. Luckily, I was at Dave's shop and he has a very nice wire-feed welder. By the time I got the patch welded in it was 8:00 pm. With Dave's help, I got the trunk put back together and was able to drive the car home.

At home the next day, I cleaned the welds, etc., sprayed the patch area with red Eastwood rust encapsulator, seam-sealed the welds and coated the undercar part of the patch with black Eastwood rubberized undercoating. This gives the patch a flexible, durable, watertight finish. It was a successful repair but beyond some of the DIY folks' resources. The patch could be riveted or sheet-metal-screwed to the floor pan. The holes in the floor pan just have to be fixed or patched so you don't have stuff or trunk parts falling out on the road like spare tire, jack parts and handles. Remember, I am working for a fix that may get me many years of service. Most of my family's cars are used for commuting and one in particular is driven over 100 miles a day. Any body repairs on that car only need a short life span if they need to be fixed



at all. The goal should be serviceable for whatever life span we want to attain for our cars.



While I had my car on jack stands, I thought I had better check out the rest of the underbody to be sure there were no more surprises. Within minutes, I found a spot under the rear seat floor. The rustproofing on the outside had hidden it so well that I did not even know there was a problem previously. I was able to wire brush the debris off, clean the area, spray the whole damaged area with the red Eastwood rust encapsulator, and seam-seal the whole area since the sound deadener on the inside was exposed but not damaged. With a coating of the black Eastwood rust proofing over the area, it is sealed and should last for a long time. I will have to remember not to put something oversized or heavy in that spot on the floor to risk breaking a hole in the sound deadening material. If it happens, I will have to get out the patching material and get busy.

Do not assume your car is not rusty. Give it a good inspection and look for the loose undercoating around those plastic plugs under the car. Once the moisture penetrates around the plugs to the metal the worst is going to happen and does not take long. Let's keep working on the preservation of our Saabs. I will have to tackle the dog legs next. They should be a fun project!

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 love to read. It ranks right up there with a blast down the highway in Ruby, a pleasant summer evening cruise in Fiona and a road trip in Roxanne. And, when I say "read," I mean sit with a book or a magazine in one's lap, turning the pages. Deliver me from "e-readers".....Nooks, Kindles, Fires. The weight of the reading material, the feel and even the smell of the paper, is almost as important as what is writ upon the page. I have four nearly floor to ceiling bookcases in the living room, plus five more bookcases scattered around the house crammed full of books and magazines. My only wish is that I had more time to sit with a book in my lap, enjoying those words and turning those pages.

I have subscribed to a lot of car magazines over the years....Road & Track, Car & Driver, and Automobile, and I once went off the reservation and had a mercifully short subscription to Motor Trend. However, the only car magazine that I've read faithfully and bothered with subscription renewals was Hemmings Sports & Exotic Car. Getting a copy of the magazine in the mail was almost as good as getting an unexpected refund from the Federal government.

So, looking forward to a pleasant afternoon of good reading, I unwrapped the latest issue...and noticed a letter attached to the book.

"Dear Subscriber" the letter began, "It is with a great deal of sadness that we must announce the closure of Hemmings Sports & Exotic Car magazine after an amazing 12 year run...."

The letter went on to blather about how the company didn't want to put a strain on the other fine Hemmings publications, so, in essence, they were pulling the plug to save the rest of the franchise.

And that's a shame.

The big three car mags, the aforementioned Road & Track, Car & Driver and Motor Trend have their pros and cons (in the case of Motor Trend, mostly con), but S&EC was a special magazine. Motor Trend is

mostly a tool of Detroit.....if you can stomach endless paeans to General Motors about how great the latest Corvette is, more power to you. I never read a positive review of Saab--any Saab-- in Motor Trend. The writing is bland and obsequious and the style is lowest-common denominator. Any good car magazine has no business handing out a yearly award.....and a lot of Motor Trend's "Car of The Year" recipients turned out to be huge lemons.

If you like road tests of new cars and endless comparisons, then by all means, subscribe to Road & Track. It's Consumer Reports with snark. The magazine has endless articles about the latest sport sedans, convertibles and so on, and precious little about racing or track events. In point of fact, the only real reason to ever pick up a copy of R&T is to read Side Glances, the thoughtful and sometimes hilarious column by the great Peter Egan. The only other reason to read it is history...R&T was a huge fan of the 99, the C900, the 9000 and, later, the Viggen.

Car and Driver had a similar history with Saab... they were big on the older Saabs and when GM took over and occupied the land, not so much. Regrettably, Car and Driver has turned out to be a shill for BMW. Almost every comparison test that they run has a Bimmer in it, and the BMW usually wins the comparison, unless they stack the BMW up against, say, a Ferrari. The only good thing about Car and Driver is the fact that it's recyclable.

But Sports & Exotic Car was different... it was about us, the foreign car owner, driver and aficionado. It was, at times, a bit Brit-centric, but that is a minor quibble. The pages were filled with stories about cars that people own (full disclosure...Fiona and I appeared in last May's edition...in the Drivable Dream feature), cars that people restored, and stories about the ones that got away. The writing was clear and drew you into a story. And, every month, there was a photo feature about racing back in the late '50's and early '60's, before it cost a fortune to put a car on a track and spend an afternoon chasing taillights.

One of the best things about the magazine was the Satch Carlson column. It sat at the end of every issue, kind of like dessert after a delicious meal. By turns hysterically funny, thoughtful, and dangerously close to some of my own experiences, Satch spoke to me, and I suspect a lot of other people, like an old friend. Once a racer of Sonetts and an owner of C900s, Satch is One of Us.

The magazine also ran a monthly auction feature, traveling to Barrett-Jackson, RM, Sotheby's,

Through a Windscreen Darkly Cont'd

Amelia Island, Pebble Beach, and other venues to report on value trends. Some of the results were eye-popping...VWs that were once ubiquitous are now pulling in mid-five-figure sales results. Not many Saabs appeared at auctions, but if I ever had a VW Thing that I wanted to offload, at least I know where I could do it.

I am really angry that they've yanked one of my favourite magazines...one of the few that could hold my attention for hours at a time and one of the very few that was read cover to cover. But, being a fan of older American cars, I'm sort of intrigued by what could be in *Classic Car*.



I will miss Dave LaChance's monthly column at the beginning of every issue and the Fix It Again, Tony feature, where Tony Pearson tried to solve automotive riddles...like why brakes in a TR3 wouldn't bleed or why the horn stopped working in a Fiat Multipla. I will also miss Jeff Koch's updates on his weird Nissan S-Cargo and, of course, my friend Mark McCourt's writings on things British, Swedish and beyond.

In short, *Sports & Exotic Car* was like getting a long letter from a bunch of your friends once a month. And, now, sadly, it's over. Hemmings' farewell letter advised that I could cancel my remaining subscription. If I didn't want to do that, then they would fill the remainder of my subscription with issues of Hemmings *Classic Car*.

I'm sort of on the fence.....on the one hand,

I even see parallels between the demise of S&EC and Saab. Both were owned by huge conglomerates. Both had many offerings. And both took the low road and pulled the one offering that may not have made a lot, if any money, but one that had the most passionate ownership/readership of the other offerings. Once a year, I take a shovel to the spare room and discard old magazines that I know I will never read again, among other things. My copies of *Sports & Exotic Car* will be one of the few magazines that remain on the shelf.

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

Saab Clubs News



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.

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 (Seth—check spelling. MB) 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.

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.

Which brings us to this year.

Register for this year's event, May 19 - 21, at <http://www.centralpennsaabclub.com/registration/>

Don't forget to bring at least one toy for the Toys For Tots challenge. Two toys or three toys would be even better. Make sure you add toys to your what to bring list. We want to really fill John Webber's 1978 Sunset Orange 99T Aero Custom with toys but we need you need to do your part. Prove that SAABers have a big heart and bring a new unwrapped toy (preferably more). Put a smile on a child's face for Christmas. John's 99T will be prominently displayed in our tent.

By Lynn Shaffer

Saab Clubs News Cont'd

Virginia Saab Driving Club

In 1949, following WWII and the shrinking military market, the first production model Saab, from Saab Automobile AB was "Born from Jets". In April of 2016, following a new thread entry in a Saab forum and faced with a shrinking Saab fan base, the Virginia Saab Driving Club was born. It came about to fill a need -- the need to bring local Saab enthusiasts together, to primarily get their cars out and exercise them. Secondary, was the desire to create a community of Saab enthusiasts who collectively work together to share ideas, experiences, knowledge and passion -- to not only keep our beloved cars mechanically fit, but to additionally bring the level of enjoyment, around our Saabs, to higher heights. And lastly, but by no means least, we wanted to create an atmosphere where each and every VSDC club member feels connected to something refreshingly distinctive.

The VSDC is based quite simply on having fun around our Saabs and for that reason this club is very informal -- no officers, no monthly meetings and no membership dues. We work together to have 2 - 3 events each month. The events consist of: Track Days, Scenic Road Tours, Performance Tuning Days, Performance Shop Tours, Saab Independent Shop Tours, Wrenching Days and Saab Car Collection Tours.

Our biggest planned event, is our Saab Takeover Convoy to Saabs@Carlisle. This convoy started four years and has continued to be very exciting over the years. It has grown to offer trophies, gifts and Saab memorabilia, thanks to the generous support of State of Nines and RBM Performance. We generally start out in Richmond, VA, with pitstops in; Charlottesville, VA, Haymarket, VA and Leesburg, VA. The convoy then proceeds to Frederick, MD, for our final pitstop and to meet up with the Saab group from Maryland. Each stop provides a point for; refueling, refreshments, bathroom breaks and photo and video ops. The

convoy grows at each pitstop, as more Saab owners and enthusiasts come out to meet with us and join in. Our group recently had a joint event with the wonderful Saab groups from North Carolina and Georgia, so we are planning on an even bigger Saab Takeover Convoy this year. This year's convoy is on Friday, May 19th and we will arrive on the showfield at Carlisle late afternoon, in time for the big met and greet cookout.

We encourage and invite any and all Saab owners and enthusiasts to "Move Your Mind" and come join us for an event. We have had Saab owners to drive down from Pennsylvania for one of our events, so you don't have to be local.

Each time we are out driving together in a Saab Convoy it is; exhilarating, addictive and pure. You become rooted in the camaraderie of kindred spirits and the sensation of the Saab driving experience. You feel attached to the meaning of "Find Your Own Road".

The picture below is of one of our past Track Day events at Richmond International Raceway.

Cheers,

Allan E. Holmes



Saab Clubs News continues on page 31.

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/Jun 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.

NINES retains the right to edit, publish and republish material in any form or medium. All materials submitted become the property of NINES. We reserve the right not to publish articles submitted.

Back Issues of NINES!

Individual back issues are available, in limited quantities, for \$5 each, subject to availability.

Send requests and check or money order to:

SB Productions
30 Puritan Drive
Port Chester, NY 10573-2504

When the Rubber Meets the Road Test

By Stephen Goldberger

There are literally hundreds of tires to choose from, making one's buying choice something of a crap shoot. Advice comes from many sources, but break down into two categories: testimonials and instrumented road and track tests. It hasn't always been true, but today car manufacturers supply tires of an appropriate size, load rating, and speed rating for the cars they sell, and further they often select products intended to enhance the vehicle. Prestige cars will come equipped with premium-brand tires selected for their ride and/or handling; hybrids will come equipped with tires selected for the lowest rolling resistance, and so on. If you are happy with the tires you had (first person testimonial), there is a motivation to replace them in kind. Or you might ask a friend, family member, colleague, or internet list for advice (second person testimonial), adding to or replacing your experience with theirs. Then you walk into a tire store and the guy at the counter makes his recommendation (third person testimonial). Now the tire guy has divided interests: he wants you to be a repeat customer, but in the short run he needs to keep the lights on. Models with the best profit structure will do the latter, and he is surely influenced by the most recent visit from a tire representative. The problem with all the testimonials is they are based on limited experience and mainly subjective.

A neutral, instrumented side-by-side comparison test can add solid data to the testimonials. Instrumented road and test track data come primarily from two sources: Consumer Reports (CR) and Tire Rack (TR). Most noted for torture tests on toasters and vacuum cleaners, CR's tire testing has evolved into the benchmark for rigorous methodology. For traction, ride, and noise testing each tire is compared against reference standards. While it doesn't eliminate environmental factors (air and pavement temperature, humidity, atmospheric pressure), at least the reference and test samples are similarly exposed. They run their own tread-life tests rather than report the sidewall number. Test results presented in broad categories ranges, saving the distraction of distinctions so small as to be irrelevant. The figure below shows a page from their ratings. Since CR jealously protects the copyright on their test results, the product identities have been hidden.

Where CR reports test results broadly, TR presents in them excruciating detail. Using a test track adjacent to their South Bend warehouse, wet and dry slalom time, skid pad speed, braking distance, and lap times are reported, along with subjective ratings of ride quality, steering feel, noise, and handling from both the test track and a trip around the

Tires

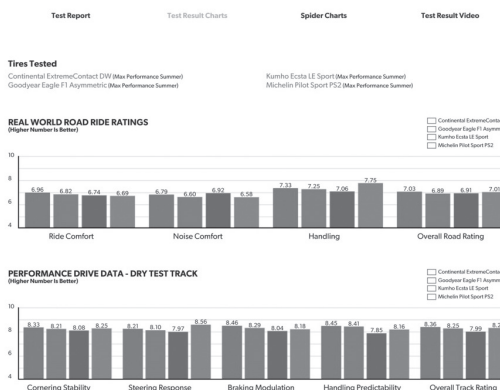
Ultra high performance summer tires

18 of 18 Models Shown Sort by: Overall score

Overall score	Brand & Model / Price	Ratings & Test Results								Tread life (Miles)
		Dry braking	Dry handling	Wet braking	Wet handling	Hydroplaning	Risk	Noise	Rolling resistance	
82	Tire One Super/\$\$\$	5	5	5	5	5	5	5	5	40000
80	Tire Two Duper/\$\$\$	5	5	5	5	5	5	5	5	35000
80	Tire Three Special/\$\$\$	5	5	5	5	5	5	5	5	35000

Sample of Consumer Reports' tire test results. Tire identities are hidden to comply with CR's ban on third parties publishing their results.

Testing Max Performance Summer Tires



Sample of Tire Rack's tire performance test results. Subjective comparative evaluations are reduced to numerical values and presented in bar graphs. Values are reported out to 3 significant digits.

neighborhood. If there is a criticism, it's that TR tests four tires at a time and reports the numbers, period. Absent is any kind of control or reference tire. You can sometimes make comparisons through "round robin" analysis (Comparing Tire A with Tire C when both A and C were tested against Tire B, but on different test dates.)

TR reports out a much greater number of tires than CR, but limits the testing to tires they sell. Missing are our old favorite Nokian and "the other American tire company," Cooper. CR presents results in several categories, such as Ultra High Performance Summer, UHP All Season, Winter, Light Truck, etc. Results are updated every autumn for one or two of the categories, and remain static until the next round of testing for that category is reported. TR seems to be issuing new reports all the time, but they do tend to concentrate on the higher priced, high performance models.

Saab in YouTube Series

By Lee Kelso

The mechanical refresh of a 1989 Saab Turbo 900 convertible is the focus of an ongoing YouTube series that is attracting viewers from around the world.

Hobbyist mechanic Lee Kelso of Fort Wayne, Indiana keeps the camera rolling while working in a rented garage to replace the original automatic transmission with a 5-speed harvested from a '92 non-turbo. "I'm following steps in the Bentley manual and suggestions from online forums to also replace the turbo, steering rack, half shafts, brake cylinder, power steering pump, radiator and other key components," Kelso says. "It's the most ambitious project I've tackled, and if all goes well my wife and I hope to drive the car across the country to attend the SCNA convention."

Kelso's background in TV news taught him to keep the segments brief and tightly focused. "It's not meant to be a "how-to" or tutorial," he says. "I hit the highlights of whatever work is underway, but always try to highlight Saab's unique engineering or demonstrate how major components work."

Recent segments have illustrated turbocharger and timing chain basics, head gasket replacement and other maintenance tasks common to 28-year old cars.

The '89 C900T featured in the series was purchased three years ago from a frustrated professional mechanic for just \$500. He'd tried to get it running for a quick sale, but lost interest. The body and interior were in decent condition, but the engine ran poorly and refused to exceed 3500 RPM. New fuel injectors, a replacement air flow sensor and ECU brought the engine back to life. But, mechanical neglect over the car's 165,000 miles was obvious in other mechanical systems.

Kelso replaced brakes, water pump, front shocks, headlamps, convertible roof rams, window regulators and a faulty speedometer to get the car back to summer driver status. He loaded spare tools in the



trunk and set out with his wife on a 300-mile trip to the 2015 SCNA convention in Knoxville, Kentucky. They made the trip without incident. Talking with other Saab owners convinced him to push the limits of his mechanical ability and continue replacing parts necessary to make the car even more reliable. (Saab bridge photo attached was taken en route while passing through Ohio)

A total of 17 YouTube episodes are planned, but more may be produced as Kelso responds to questions and requests from viewers. "I've been blown away by feedback from people around the world who subscribe to the YouTube channel and offer tips or suggestions. Many say watching a guy who is learning-by-doing has inspired them to tackle improvements to their Saabs. How cool is that?"

A Google search using the phrase "Saab 900 mechanical refresh" will lead you to the YouTube series.



NEVS News

NEVS

NEVS Secures Battery Supply

NEVS has signed a strategic framework agreement with Contemporary Amperex Technology Co. Limited (CATL) to secure the battery supply for NEVS 9-3 EV in the Chinese market.

CATL is a Chinese leading energy storage solution provider headquartered in Ningde, Fujian, with focus on the research and development of li-ion battery (LIB) intended for electric vehicles. The company was one of the first nine battery suppliers that fulfill the domestic industrial standards and the government's requirement for EV subsidies.

"CATL's supply capacity and proven technology will allow us to shorten the lead time to the market, fulfilling both our demand in quantity and quality. Their local experience and network will eventually benefit NEVS' own customers in the Chinese market." says Kai Johan Jiang, Chairman of NEVS.

NEVS received a total order of 250,000 EVs from Panda New Energy, an EV leasing company based in Beijing. Through NEVS' 50% owned factory in Fujian, the first batch of 100,000 electric commercial vehicles have begun to be delivered. The rest of 150,000 9-3 EV are scheduled to roll out from NEVS JV plant in Tianjin in 2018.

About CATL

Established in 2011, Contemporary Amperex Technology Co., Limited (CATL) is dedicated to providing effective energy storage solutions through advanced battery technology.

The company possesses R&D and manufacturing capabilities for power and energy storage battery as well as core technologies for the whole industrial chain of materials, battery cells, battery system and battery recycling. CATL was awarded the "Annual China Energy Storage Industry's most influential Enterprises in 2015."

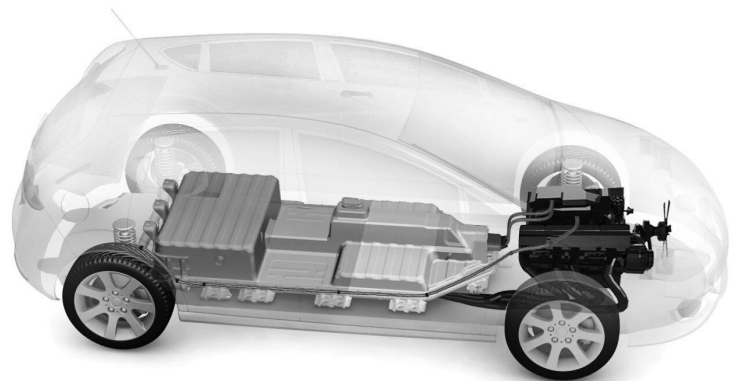
CATL aims to provide best cost to performance services to its customers through technology innovation and product differentiation. It is one of the leading EV battery providers globally and the clear market leader in China with a large portfolio of world

class customers. At the end of 2016, CATL employed over 10,000 employees worldwide.

NEVS' vision is to shape mobility for a more sustainable future. Core to this is a global portfolio of fully electric premium cars, mobility solutions, and sustainable city offerings.

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.



According to the NEVS website, Since 1947, Saab cars have revolutionized the industry by rethinking the status quo. We build on our strong heritage, and, like Saab cars, we will continue to be innovative and daring. Our desire to challenge conventional thinking – whether a big idea or a small improvement – continues to inspire us. From openness in collaboration, quality in design and innovation in ergonomics, our Swedish heritage and culture continues to be a foundation for everything we do.

We design and produce premium electric vehicles – no combustion powertrains or hybrids. We see this as only one aspect of the mobility experiences that will shape life for generations to come.

NEVS took over the Saab assets after the company declared bankruptcy in 2012.



Saab Clubs News Contd

eEuroparts.com present eEuroFest 2017 Saturday June 10, 2017 at Lime Rock Park. More than a car show, eEuroFest is a destination, a track day, an autocross, a swap meet, and a manufacturer expo all rolled into one. Don't miss New England's largest all-European car show and swap meet now including to days of motorsports events.

With northwest Connecticut's rolling green hills and babbling creeks serving as the backdrop, eEuroparts.com proudly invites you to eEuroFest 2017, hosted at historic Lime Rock Park! More than a car show, eEuroFest is a destination, a track day, an autocross, a swap meet, and a manufacturer expo all rolled into one. Arrive early and camp overnight on the infield. Join a Euro car show that will feature New England's cleanest whips, as well as battle-hardened daily drivers. Get up to speed on the Lime Rock main course, or battle for bragging rights on the autocross/drift track. Affordable packages are available for both spectators and participants, making this the show of the year for everything Euro.

General Admission

Get your ticket now for the show of the year for everything Euro!

The general admission ticket grants the ticket holder general entrance to eEuroFest.

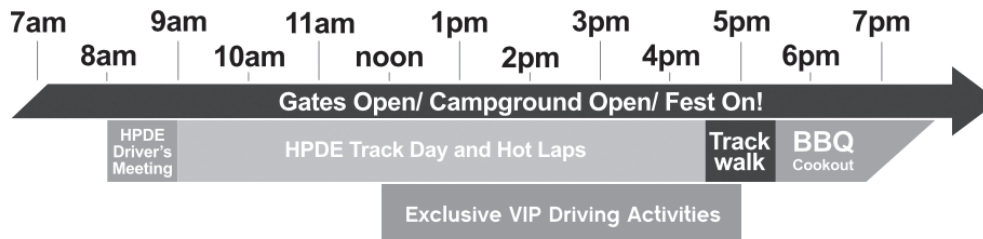
Hobbyist package

The Hobbyist package includes one general admission ticket, which grants the ticket holder general entrance to eEuroFest. The Hobbyist package also includes one entry into the car show, which welcomes all makes, models, and conditions, and will award prizes in several categories. Additionally, two Autocross tickets are included, so you can experience the thrill of performance driving on Lime Rock Park's 2/3 mile long autocross track. Additional autocross tickets and passes for your friends will be purchasable at eEuroFest.

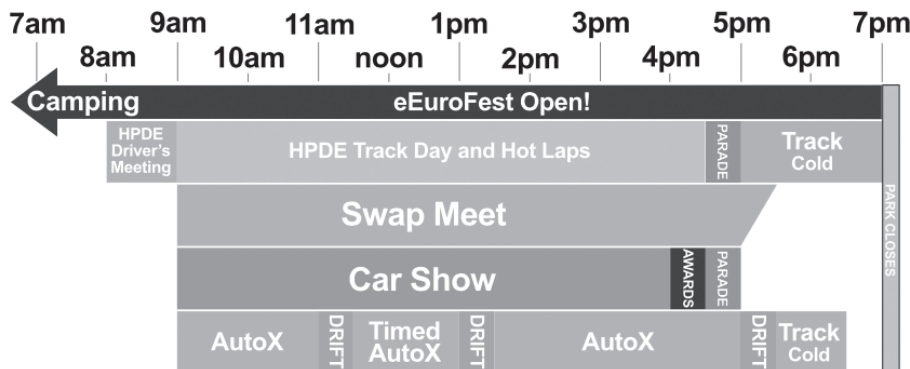
Sign up at <https://www.eeuroparts.com/eeurofest/>

Event Schedule

Friday June 9th



Saturday June 10th



Schedule subject to change

2017 Proxy Ballot

Saab Club of North America 2015 Election Proxy Ballot

The following candidates are presented for the Saab Club of North America (SCNA) officer and board member election to be held at the annual business meeting at the owner's convention on Saturday, August 15th. Members attending the business meeting will vote by secret ballot on premises. Members who cannot attend to vote in person can vote by proxy using this form or a copy and following the steps below.

STEP 1 – Vote for Candidates:

President (vote for one)

Sandy Bogage

Vice President (vote for one)

Daniel Cahill

Standing Board Members (vote for 3)

Greg Abbott

Seth Bengelsdorf

Jim Hickstein - Membership Chair



STEP 2 – Provide Your Member Information:

Please make a copy of this ballot, be sure to print your name and address to verify your membership and sign the proxy. An SCNA member number (see your membership card) is also required.

Name: _____ Signature: _____

Street: _____ SCNA Member Number _____

City: _____ State: _____ Zip: _____

Step 3 – Mail Proxy Ballot to Arrive by August 17, 2017

Insert in an envelope, add postage and send to (exactly as shown) to:

Hold for Saab Club Elections / Saab Owners' Convention
Sheraton Fairplex Hotel & Conference Center
601 West McKinley Avenue, Pomona, CA, 91768

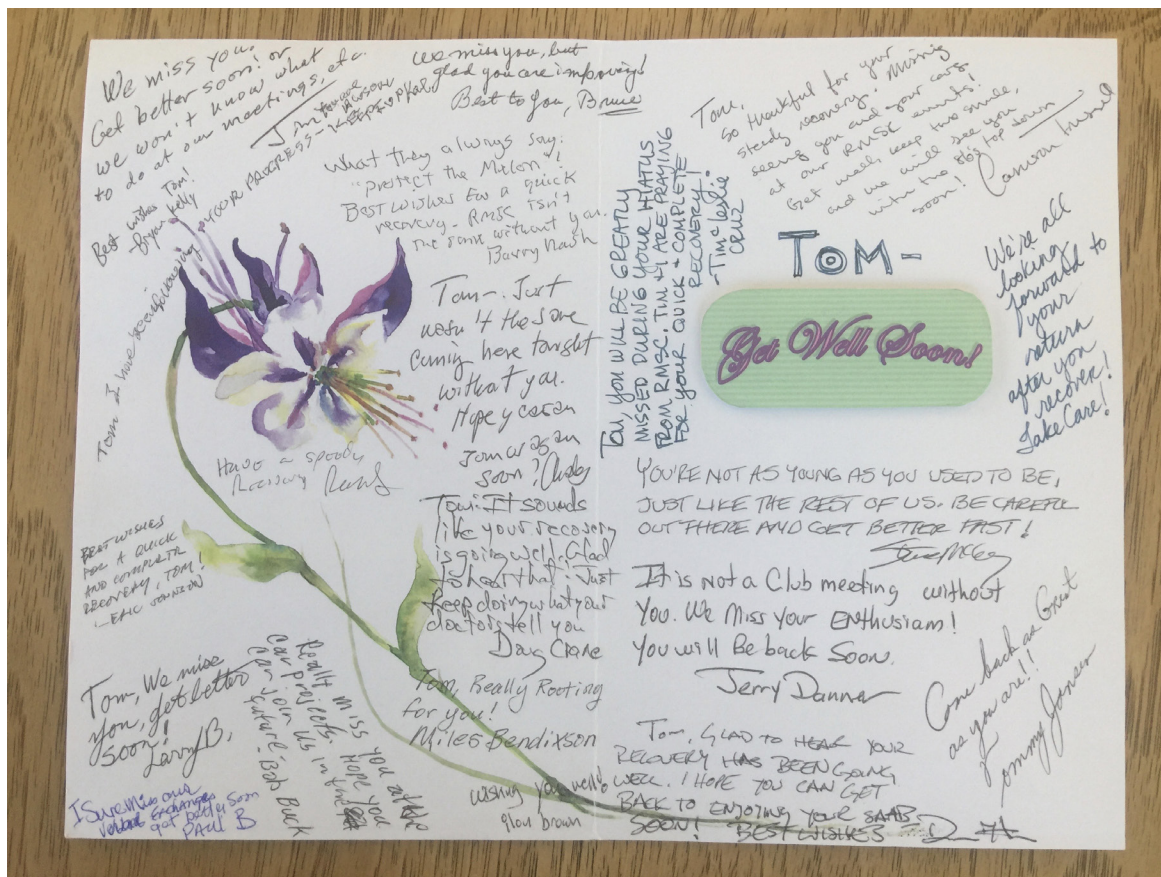
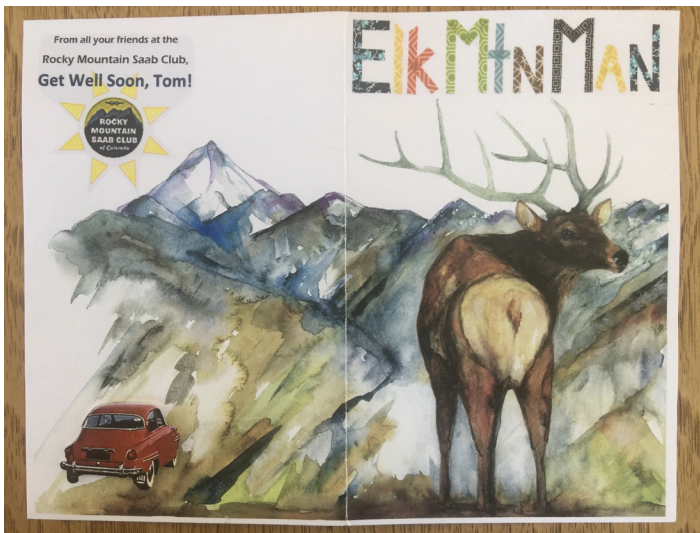
Hard Headed Saab Owner

By Tom Nelson

After I suffered a fractured skull and Traumatic Brain Injury during a fall at Steamboat Springs in late January I received dozens of get-well cards, but none better than this one from members of the Rocky Mountain Saab Club of Colorado. It was orchestrated by Board Member Leslie Cruz of Colorado Springs. She designed and created the card using art work by artist June Jurcak of Pagosa Springs. Here is a link to the website where June's cards are sold: <http://www.artframingpagosa.com/June-jurcak-originals/>.

I want to thank members of the RMSC, and especially Leslie Cruz for her creativity. Note the red Saab 96 on the card; it sure resembles Project RedBull, which I will resume working on shortly. When I opened the card from Leslie I was also struck by the similarity of the bull elk in the painting to a photo that resides on my iPhone display. I took that picture from our bedroom window in 2010.

I'm sure we all wish Tom a continued speedy recovery!



North American Saab Clubs and Contacts

Alaska

Saab Club of Alaska
Brandon Tucker
(907) 355.6522
SaabClubAlaska@gmail.com
facebook.com/SaabClubAlaska
SaabClubAlaska.blogspot.com
twitter.com/SaabClubAlaska

California:

Bay Area Saab Club
Roger Wapner
rwapner@earthlink.net
www.bayareaSaabclub.com

San Diego Saab Owners' Group

Chris Rogers
10559 Lansford Lane
San Diego, CA 92126
858-530-0019
chris@sandiegoSaab.com
www.sandiegoSaab.com

Saab Club of San Diego

Zach Friend
848 18th St
San Diego, CA 92154
303-895-0273
Zach.Friend@me.com
SanDiegoSaabclub@groups.facebook.com

Los Angeles Saab Club

Drew Price
laSaabclub@gmail.com
Facebook - <http://www.facebook.com/groups/187960801006/>

Colorado:

Rocky Mountain Saab Club of Colorado
Jerry Danner
519 Lipan St.
Denver, CO 80204
303-910-5520 Cell#
jerry@milehibodyshop.com
www.rockymtnSaabclub.com

Florida:

Florida Panhandle Saab Club
Kurt and Jody Olson
7318 Kingman Street
Panama City, FL 32408
850-235-3471
kurt.olson@navy.mil

Saab Club of Tampa Bay

Dennis Boese, President
Robert Aude, Vice President
Saabcluboftampabay.com
d2boese@aol.com

Georgia:

Saab Club of Georgia
Chris McPherson
915 Franklin Goldmine Road
Cumming, GA 30040
770-356-3528
chrismcpherson218@gmail.com

Louisiana:

Gulf Coast Saab Club
Ron Hernandez
2422 Killdeer St.
New Orleans, LA 70122-4316
504-283-0822
rthrandz@AOL.com

Massachusetts:

New England Saab Association
Seth Hedstrom
New England Saab Assoc.
P.O. Box 478
Yarmouth, Maine 04096

seth@neSaab.org
www.neSaab.org

Michigan:

Great Lakes Saab Club
Jim Laman
4771 Crestridge Ct
Holland, MI 49423
616-335-5215
lamanjim@juno.com
www.greatlakesSaabclub.com

Minnesota:

Minnesota Saab Club
Scott Benson
7209 Perry Ct E
Brooklyn Center, MN
(763) 560-4306
scbenso@umn.edu
www.mnSaabclub.org

Missouri:

STL Swede Speed
Paul Tuma
St. Louis, MO 55429-1202
www.stlswedespeed.com
(314) 630-3845

Nebraska:

Central States Saab Club
Kyle J. Poppert
4015 N St.
Lincoln, NE 68510
402-488-5730
Saabarts@aol.com

New Hampshire:

Vintage Saab Club of North America
PO Box 4362
Manchester, NH 03108-4362
sonett1@hvc.rr.com

New Jersey:

Jersey Saab Club
Looking for officers and members.

New Mexico:

Saab Club of New Mexico
President - Lisa BonDurant
Vice President - Jason Strause
Saabclubnm@gmail.com

New York:

Central New York Saab Club
Ellen Kolynich
102 Armstrong Rd.
Lansing, NY 14882

New York Saab Owners' Club

Rob Riccardelli
98 California Ave.
Middletown, NY 10940
robri@nysoc.com
www.nysoc.com

Saab Owners' Association of Rochester

SOARny@gmail.com
www.SOARny.com

North/South Carolina:

Carolina Saab Club
Silas George
814 Pamlico Drive
Cary, NC 27511
919-271-7970
silasgeorge@gmail.com

Ohio:

North Coast Saab Club
Kevin O'Malley
5451 Broadview Rd. (Rear)
Parma, OH 44134

fotoomal@sbcglobal.net

Tristate Saab Club (OH, KY, IN)

Todd Butler
10180 Sleepy Ridge Dr.
Loveland OH 45140
513-774-8250
tbutler@cinci.rr.com

Saab Club of Central Ohio

Dan Orzano
300 Sheldon Ave.
Columbus, OH 43207
614-444-4885
danorzano@gmail.com

Buckeye Saab Club

Serving the North part of Ohio
Eugene Carney
216-80-4070
www.buckeyeSaabclub.com

Oklahoma

Saab Club of Oklahoma
Chris Grider
(405) 237-9395
Saabclubok@gmail.com
www.Saabok.com

Pennsylvania:

Central Penn Saab Club
George Basehore
477 E. Main St.
Middletown, PA 17057
717-944-2915
centralpennSaab@gmail.com
www.centralpennSaabclub.com

Saab Club of Northeast PA

Ron Augelli
1723 Clearview Street
Scranton, PA 18508
888-411-2205
570-969-9863
ronaug1@yahoo.com

Western Pennsylvania Saab Club

Andy Bittenbinder
9433 Katherine Dr.
Allison Park, PA 15101
412-366-6165
www.westernpaSaab.com

Tennessee:

Appalachian Saab Club
Ken Edwards
296 Brethren Church Dr.
Jonesboro, TN 37659
423-948-8251

Texas

North Texas
Daniel Cahill
Richardson, Texas
214-662-9048
cahilljdre@tx.rr.com
www.Saabtx.com

Washington:

Northwest Saab Owners (Washington, Oregon, British Columbia)

Dan Morley
15701 Wright Bliss Road KPN
Gig Harbor, WA 98329
206-255-8398
www.nwsoc.org
blue69sonett@yahoo.com

Utah:

Utah Saab Club
Chris Cox
PO Box 526105
Salt Lake City, UT 84152-6105

Washington, D.C.:

Saab Club National Capital Area
Marvin Stockman
14720 Maine Cove Terrace
North Potomac, MD 20878

Wisconsin:

Milwaukee Saab Club
Andy Sakska
2480 Eastwood Lane
Brookfield, WI 53005
262-785-1550

Saab Owner's Club of Menomonee Falls. (SOCMF)

Steven Obenberger
414-322-9511
steveobenberger@sbcglobal.net

Canada:

Saab Club of Western Canada
Kenneth Kuo
Vancouver, British Columbia
Canada
Saabken@yahoo.ca
www.Saabwest.ca
www.facebook.com/groups/Saabclubwestemcanada/

Saab Club of Canada

Chris Despond
1 City Centre Drive Suite 805
Mississauga, Ontario
Canada L5B 1M2
president@Saabclub.ca
www.SaabClub.ca

The Saab Club de Montréal

Peter McLoughlin
20 Roundtree Crescent
Rigaud, Québec, J0P 1P0
Canada
450-451-5165
pm3000@ca.inter.net

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

Dear SCNA Members,

Being a part of the Saab Club has been an exciting experience for me. This is certainly not a position where you are often recognized on the street, but being a part of the SCNA board has offered many unique and memorable opportunities.

Just a few weeks ago, members of the board and I traveled to Pomona, California in order to visit the Sheraton Fairplex site for SOC 17. Part of our task was to scope out a few drives to find one that we hope to lead on Thursday, August 17, and Right Solution shop owner Walter Wong offered up a few ideas. Then, he threw the keys to a well-worn but capable SPG to VP Daniel Cahill, who returned with a wide smile and assurances that we have found the location of our summer drive. Coincidentally, Daniel now has the itch to add a classic 900 to his expanding Saab collection.

On the way home from California, I flew through Denver to spend a few days with my father. Of course, we took a ride to see Jerry Danner at Mile-Hi Automotive, and Jerry graciously introduced me to his staff and invited me to his home to view his personal Saab collection. My timing was perfect, as it was just a few days after he had started and driven the '59 93B that I wrote about in my previous letter (*and you can read about on page 8 in this issue! - Ed.*). This amazing car will be attending the convention this summer in Pomona with Jerry, who has attended every SOC since the beginning more than 30 years ago.

The Saab Club of North America, Inc.

Sanford Bogage, President
Daniel Cahill, Vice President
Jim Hickstein, Treasurer
Ria Levine, Secretary
Seth D. Bengelsdorf,
Parliamentarian and Membership
Greg Abbot
Jonathan Dennis
Chris Grider
John Sear
Mark Welker

The Saab Owners' Convention
Permanent Web site
www.Saabconvention.com

NINES, The Saab Club Magazine
30 Puritan Drive
Port Chester, NY 10573
914-937-6075
sbprods@optimum.net
Subscribe or renew online at
www.Saabclub.com



By our next issue, the show season will be gaining momentum. In addition to local and regional club events, look for stories about Saabs@Carlisle in May and the eEuroFest in June, starting on page 24. Don't forget that registration is now open for SOC 17, so check out www.saabconvention.com for more information and to reserve your slot.

Respectfully,

Sanford Bogage
President, SCNA



Sandy and Jerry with an old Saab.



The Sap and the Saab Begins to Run

By John Kuhn Bleimaier
photos by Marina Pushkareva

My homestead is a farm in western New Jersey. In this section of the country there are various species which hibernate for the winter ranging from the *ursus americanus* (black bear) to the *terrapene* (box turtle). There is another group that pretty much turns in for the winter in these parts, the *automobilus aficionadus*. Well, for us car enthusiasts the second weekend in March is like Ground Hog Day for "Punxsutawney Phil" and his fellow *marmota monax*. The Amelia Island Concours d' Elegance, held this year on March 11th, represents the beginning of the classic motorcar season and the end of dreary winter solitude. Usually I drive down from Jersey and savor the thirteen-hour accelerated journey through the seasons: from winter, to spring, to summer, by the time I cross the Saint Mary's River into the sunshine state, venue of this very special car show.

On Thursday of the Amelia Island weekend the international auction house, Bonhams, holds their classic car sale just down the road from the Amelia Ritz Carlton. That was my first stop after crossing over from the mainland. Imagine my pleasant surprise when one of the first things to catch my eye upon entering the enormous Bonhams pavilion was the image of an early '50s Saab type 93. Actually it was not the vintage Swedish vehicle itself but a beautiful painting of the car with rally ace Eric Carlsson done by the important Swedish automotive artist, Sune Envall. That was enough to get my juices flowing. The artwork was scheduled to go up for bids along with selected important automobilia.

As is typically the case there were many Saab cars on Amelia Island in the company of their enthusiast owners. However, no Trollhättan vehicles were on the show field itself for the concours or the contemporaneously held Festival of Speed. Nevertheless, our beloved marque was on display at the Amelia "Cars & Coffee" informal show. A late model red cabriolet with coachwork by Karmann particularly caught my attention.

When there are no classic Saabs on display at a particular top rung concours, as was the case at Amelia this year, I tend to focus on any Trollhättan competitors which may be on display on the field of glory. Last year a two stroke DKW caught my fancy. This year I zeroed in on a couple of small displacement Fiats from the '50s.

A magnificent 1953 Vignale-bodied Fiat 1100 coupe took the best in class award in the highly

competitive sports/GT class for cars built between 1946 and 1956. This was a phenomenal achievement for an under 2 liter displacement car from a mass market purveyor. The victorious Fiat 1100 is owned by Scott Boses and he coordinated its meticulous



restoration. Scott lives in La Canada, California, cheek-by-jowl with Flintridge Prep School, where I misspent part of my bygone youth. This Fiat was originally crafted by the coachbuilders, Carrozzeria Alfredo Vignale, in order to showcase their most advanced styling concepts. Partly as a result of the success of this Vignale-bodied Fiat 1100, Vignale wrote multiple orders for custom work on Ferrari, Maserati, Cisitalia, Alfa Romeo and Lancia chassis.

There was another little Fiat on the show field at the concours. It was a 1951 Fiat 1100 cabriolet with body built by, Serafino Allemano. This open tourer was constructed with the same production Fiat chassis and mass produced engine as Scott Boses' coupe. I was told that on account of some ministerial snafu the Allemano cabriolet did not participate in the

The Sap and the Saab cont'd

actual competition. However, it was displayed on the field of honor and received a great deal of positive attention from folks who appreciate inherent quality as opposed to mere badge prestige.



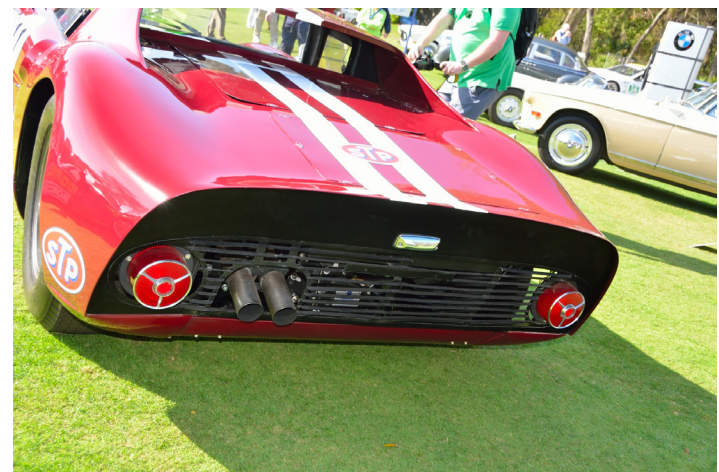
Interestingly, early postwar Italian cars including Fiats, Alfas and Lancias, often have their four-speed manual gear selectors located on the steering column as these two Fiat examples from the '50s did. Early Saabs shared this feature. We now take it for granted that sporting conveyances have 4, 5, or 6 cog switchgear on the floor. But in an earlier era the notion of shifting gears in the same plane as one steers presented a compelling ergonomic argument. You could have just asked Saab's champion, Eric Carlsson. For classic car rallye driving, I personally also favor "three (preferably four) on the tree."

Japanese engineers have long chafed at the commonly held stereotype that their country appropriates other people's concepts. From my perspective there is nothing really wrong with

innovative imitation, that's another name for progress. In any event the Infiniti firm, which is one of the patrons behind the Amelia Island Concours, showed a very interesting classic sports racing car at the show this year, a 1966 Prince R380. Prince is a historic Japanese marque which ultimately merged into the Nissan empire and thus is considered an ancestor of the Infiniti brand today. The Prince R380 is a fiberglass-bodied competition coupe powered by a six cylinder two liter engine placed amidships. Infiniti is justly proud of this attractive vehicle, which won the 1966 Japanese Grand Prix, on its home turf. Any resemblance to the Porsche 904, which was its predecessor, can be scratched up to the most sincere form of flattery.

I would be remiss if I did not note that a 1939 Alfa Romeo 8C 2900B Lungo Spider and a 1935 Duesenberg SJ shared the laurels for overall best of show at the Amelia Island Concours d' Elegance for 2017. The honor justly bestowed on the owners, restorers, engineers of yesteryear and the original, bygone craftsmen and women who created these works of art can never be measured in dollars and cents, Euros, pounds or yen.

We of the Saab fraternity are the beneficiaries of a unique market warp. While all the world's automobile enthusiasts know and admire the heritage of Trollhättan, the value of our classic conveyances has not kept pace with that of other vehicles with similar sports and rallye pedigree. Thus, so far there has been no special class for Saabs at Amelia Island or Pebble Beach. Saabs with impeccable provenance are not selling under the hammer for seven figures. Too bad for us, if we are classic car investors. However, if we are drivers and pur sang aficionados we can restore and maintain the objects of our affection on a sensible budget. And that is nothing to sneeze at.



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

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

Mail ads with full payment to:

SB Productions
Saab Classified Ads
30 Puritan Drive
Port Chester, NY 10573

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 Aero Convertible.

Color: Snow Silver Metallic - Trans: Automatic - Mileage: 46,168 - Price: \$13,500.

V-6 turbo, 6-speed automatic that loves the highway and comes with all the high end Aero standard equipment. Original owner. Garage kept. Clean title. Hand-painted pin striping along the sides. Interior is black with parchment inserts. All service records, manuals, 2 sets of keys, and the original window sticker. Priced to sell.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#17020526041vmcgl>
Contact: Valerie Mcglothlin, Montrose, CO.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17020526041vmcgl>
Phone: 443-406-5895.

2006 9-3 Aero Sedan.

Color: Black - Trans: Manual - Mileage: 112,000 - Price: \$6,000.

No accidents. Six speed manual. 2.8 V-6. Overall very good condition, mechanically 100%. No leaks or drips. Drives and stops straight. New plugs and ignition coils. Maintained by Eurotech in Wilkes-Barre, PA. for the last three years. Bumper block rash and a crack on front air dam. Adult driven. Photos e-mailed on request. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#17020656041dwils>
Contact: David Wilson, Wilkes-barre PA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17020656041dwils>
Phone: 570-575-0326.

2001 Saab 9-5 Aero.

Color: White - Trans: Manual - Mileage: 133,000 - Price: \$10,500.

White exterior/Charcoal interior and window tint. 300HP/340Tq achieved with JZW stage 4 E85 custom tune, flexfuel-E85 or gasoline. FULL "exhaust turbo to tailpipe w/highflow legal cat. Upgraded ETS intercooler, 60# injectors, new high-capacity fuel pump, K+N intake, larger snorkel, piston BOV, NGKbcpr7es 030gap plugs, lightened steel flywheel, new factory clutch, new DI cassette/belts, hoses, etc. Like-new suspension. A clean car - no surprises. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6121>
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17032800241jroth>
Contact: John Roth, Boulder, CO.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17032800241jroth>
Phone: 720-840-7156.

2000 9-3 Viggen.

Color: Silver Metallic - Trans: Manual - Mileage: 82,580 - Price: \$11,500. Excellent condition and fully loaded. Garage kept and stored in the winter. It has been extensively upgraded with Genuine Saab/Taliafero performance components. The car is estimated to be around 350 Horsepower. Stage 3 ECU upgrade, ETS Intercooler, 3 inch Downpipe V2, Turbo Intake Pipe, Open Air Intake, Fuel Pressure Regulator, Koni Sport Kit Adjustable Suspension, Short Shifter, Sport Transmission Mount, Steering Rack Brace and Clamp Kit, 6 point Subframe Brace, Front and Rear Sway Bars, Engine Bracket, Custom Leather Flat Bottom Steering Wheel, Aluminum Pedals, Shorty Antenna, 18 x 8 Avarus Wheels with

225/40 Continental Extreme Tires, JVC Media Head Unit, Alpine 5 Channel 500 Watts Stereo Amplifier and a Kicker 10inch Subwoofer. This car sounds good and is quick and fast. You will not be disappointed.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#17032198141mcast>
Contact: Mel Castro, New York NY
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17032198141mcast>
Phone: 973-960-6800.

1988 900 Turbo Convertible.

Color: Red - Trans: Automatic - Mileage: 48,672 - Price: \$7850.

Tan leather, power top, everything works, always serviced, Florida car. Owned by Florida professor, one owner, clean, no accident, carfax report, clean and clear original one owner title. Car has no rust, leather looks great, top is good, trim is good, a/c is cold, not a new car, but in great shape for an unrestored original automatic. Carpet is good, all glass is good. 2 keys, all books, never smoked in, chin spoiler is showing some scratches. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#17032186141cmoli>
Contact: Chris Molinari, Tampa, FL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17032186141cmoli>
Phone: 813-679-9609.

Classified Ads Cont'd

1985 900 Turbo SPG.

Color: Black - Trans: Manual - Mileage: 255,3xx - Price: \$8,400.

Impeccably maintained by the same Saab specialist and SCCA champ here in Tennessee since 1992. It resides in a humidity controlled garage. The car has a clear title with an extensive record of work performed. The list of replaced parts is quite long but includes: rack, windshield, rotors 2x, shocks 2x, timing chain 2x, bottom end 2x and recently had a new R12 air conditioning system and turbo installed. It also comes with 5 perfect Ronal wheels. The worst that the car has endured has been that the driver's door hinge was slightly sprung and routinely repaired. The dripping air conditioner caused a spot of corrosion under the passenger floor that was cleaned and repaired by a restoration company. Otherwise it is corrosion free. The passenger lock was popped and the paint around the repair is cracking slightly. Body wise, there is a small dent on the driver's fender. The car is solid and functional. It rolls Bentley

smooth and is an absolute joy to drive. It will be sad to see it go, but it's time. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6122> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#17040353241wkng> Contact: Walter Knight, Louisville TN Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17040353241wkng> Phone: 865-405-4747.

1969 Sonett.

Retired and downsizing. I could part it out but under the circumstances and time restraints the whole car has to be sold. Don't miss out on this opportunity to buy it. The parts alone on it are very hard to find. The car is in Georgia and I have owned it since 1970. \$300.00.

Ken Butcher.
teeveeod@gmail.com



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.

Subscription Information:

Renew/subscribe to SCNA and NINES!

In just one easy step! Makes a great gift!

Simply use your address label sheet that came with this magazine. Fill in the back and send it in with a check! OR: Go to Saabclub.com, click on the Saab Club logo on the right (where it says "Click Here to Join or Renew")

OR: Send \$40 for one year, \$75 for two years (USA only - International [including Canada] is \$45 for one year, \$85 for two years, **checks made out to "SB Productions LLC"**) to

SB Productions LLC
30 Puritan Drive
Port Chester, NY 10573

If you give an SCNA membership and *NINES* as a gift, you receive an additional issue and two months' membership to SCNA!

If you already subscribe to NINES ONLY and want to continue your subscription only, please send a check for \$30 for one year or \$58 for two years (USA only, checks made out to "**SB Productions LLC**") to the address above. New members and renewal SCNA members cannot sign up for a new subscription to NINES without membership in the SCNA.

Ordering Back Issues from #240 and up

Individual back issues are in short supply and are available to subscribers for \$5.00 each subject to availability. Please add US \$.50 per issue each for addresses in Canada, US \$1.00 for Europe, US \$2.00 for the Far East. See our Web site at <http://www.Saabclub.com> for the tables of contents and contact us for issue availability. Send check or Money Order for the full amount to:

SB Productions
30 Puritan Drive
Port Chester, NY 10573



Take home a few of your favorite things.
It's never been easier to wear the brand you love.
Shop now at saabgear.com.

SAAB
saabgear.com