



Nines

The Saab Club of North America Magazine



JULY/AUGUST 2017 #348



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Contents

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Editor's Notes:

The July/August issue of NINES means that the Saab Owners' Convention 2017 is here! If you haven't registered yet, go to saabclub.com and do so (a shortened edition is on page 33). The California location means Saabs in the sunshine will be highlighted, so what better way than to show a Colorado Saab convertible, owned and photographed by Tom Nelson?

NINES is moving! Although too late for this issue, shortly we will be announcing a new home address in Texas! Keep your eyes peeled, but for now it's best to contact the editor and publisher at the e-mail address printed at the left. There's always the chance that the Post Office hasn't forwarded the mail as they said they would. If you think this is the case, e-mail me and we'll get it squared away.

And as always, get out there and strut your Saab. And when you do, drop me a line (and a photograph, if you can) and let me in on the details!

Letters

The Best Kind!

We've been a Saab family for almost 40 years, now on our 10th one. Had a first year SPG, first year convertible, first year 9-5 Aero SportCombi, first year Viggen, first year Turbo-X. Had to give up on having two 100K+ Saabs given that we live at the end of Cape Cod; too risky. My wife sold her 2006 9-3 SportCombi for an Audi Allroad -- nice car, but not a Saab. I've had great luck with both my local service places (both have a Tech 2), but the authorized Saab service place in Hyannis failed so I was thinking I'd have to give up on my 100K+ Turbo-X too. Fortunately as a last gasp I called Charles River Saab in Boston (1st U.S. Saab dealer) to research. Great experience: they have several Saab Master Techs! Ours (Rick) was great, did great service, even easily fixed odd Saab things like shorting driver seat heat and gear shift knob falling off at random. Now it looks like I'll be able to service it through another 100K or 200K miles and not have to give up the Saab ghost quite yet!

Attached is a screenshot from the video I got at Turbo X Flight Academy (June 2008).

P.S. We've subscribed to *NINES* (née Saab Club Newsletter) since the move from Dick Grossman to Jeff Delahorne around 1980. Every 100 issues or so, I take the current pile and put them in the *NINES* classifieds to make sure they get into appreciative hands. The best kind of recycling.

Jay Vivian
Truro, MA



Kindly Read a Book!

Our county library system is celebrating its 75th anniversary and I was asked to post some vintage photos. What should turn up parked outside the main library in 1963?

Thor Carlson
Newton, NJ



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:
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The Kindness of Strangers - From the Editor

In the photo you can see the most trusting man in Austin, and possible all of Texas. Erik Anderson found out that I was moving to Austin, and between setting up a temporary rental apartment and driving (with my wife) our 9-3 from New York to Texas, he knew that living with a rental car I would be going through Saab withdrawal.

Sight unseen, he agreed to loan me his 9-5 for a day (having just sold my 9-5 prior to the move made me even more nostalgic.) His 900 is a battered but unbowed representative of the breed, and his 9-5 is a monster that hides under its white wolf clothing, trolling for sheep in the Texas sun. Eric is a very kind gentleman.

Seth D. Bengelsdorf
Austin, TX



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From the Archives

By Bruce Harbison

The article for this issue is from NINES number 258 for July/August 2002. Stephen Goldberger was the editor at the time. I view this article has a good overview of the 9-3 sport sedan which was introduced in 2003. The article was presented under the category of Saab News and is titled "New 9-3 Sport Sedan Revealed". The following is an excerpt from the original 4-page article.

On May 13, Saab publicly revealed the all-new Saab 9-3 Sport Sedan, described as the first step in the biggest product development program in Saab's history. It is the first of a new family of cars, each focused on meeting particular requirements of a different niche in the market. The sedan is Saab's first contender in the premium, compact sport sedan segment, focus on delivering a unique "fun to drive" experience that promises to set new standards for the class. The Coupe-like silhouette communicates a strong, sporty stance, which is reinforced by negative wheel cambers (canted inward at the top of the wheel). The shape of the windows and the wedge-like profile also combine with the integrated headlights and grill to give the car its distinctive Saab identity. Excellent aerodynamics, including a highly competitive 0.28 drag coefficient, result in low lift forces at the rear axle, improving high-speed stability and braking. Careful airflow management also benefits the driver by helping to prevent road grime building up on the rear windows and lights.

As with the 2002 9-5, the New 9-3 will be made in 3 trim levels: Linear, Arc, and Vector. In Europe, a special Aero model will consist of the Vector trim package combined with the highest output engine and most sporting chassis specification available. Also like the 2002 9-5, the versions available in North America will be somewhat more specific and more limited. Where the North American "Vector" trim 9-5 is not sold as a distinct trim package, but contained within the Aero, the new 9-3 Aero will not be available as a separate model, but the sport chassis and exterior trim of the European Aero will be standard equipment on all North American "Vector" trim models.

In North America, 2 versions of the new, 2.0-liter, all-aluminum turbocharged engine will be available. Labeled the 2.0t, the low-pressure Turbo has power ratings of 175 hp at 5500 rpm with 195 ft. lb. of torque at 2500 rpm. The high pressure Turbo, labeled 2.0T, is rated at 210 hp at 5500 rpm with 221 ft. lb. of torque at 2500 rpm. A 150 hp version of the new engine (labeled the 1.8t although it displaces 2.0 liters), and the 125 hp, 2.2-liter diesel will not be available in North America.

By comparison, the Classic 900 Turbo 16 valve engine's output of 160 hp and 188 ft. lb. of torque are well below the 2.0t. The 2002 9-3 High Output Turbo's 205 hp and 209 ft. lb. of torque achieved with 1.0 bar (14.7 PSI) maximum boost, are exceeded by the 2.0 T using just .85 bar (12.5 psi) maximum. The front-wheel-drive transmissions include 5 and 6-speed manual gearboxes and a 5-speed automatic transmission with Saab "Sentronic" manual selection and the option of steering wheel controls.



New 9-3 models are expected to begin arriving at dealerships in North America around the beginning of September. Only Linear specification cars will be available for the first several months, but a "Launch Package" enhancement will be available until the Arc and Vector models begin to arrive in early 2003. The Launch Package will include 16-inch wheels, power driver's seat, enhanced audio system (with 300 W of power driving 13 speakers - where do they put them all?). A dash-mounted CD changer, sunroof, Automatic Climate Control (ACC), and body colored rocker panel trim. The launch package will be discontinued once Arc and Vector models become available, being replaced in the Linear by an available "Driver's Package."

Electronic chassis stability systems have been

From the Archives cont'd

implemented with a vengeance on the new car. Saab-tuned "user-friendly" Electronic Stability Program (ESP), similar to the system on the 2002 9-5, will be standard across the board, along with Anti-Lock Braking (ABS), Electronic Brake force control (EBD) and Cornering Brake Control (CBC). These features are all implemented through the Bosch ABS system. EBD evaluates the front/rear wheel speed differential during braking to modulate braking pressure to the rear axle. CBC evaluates the left/right wheel speed differential to determine how much the car is turning.



CBC then modulates the braking pressures to apply stronger braking to the more heavily loaded outside wheels. Both EBD and CBC are proactive, adjusting brake pressures to enable as high a level of braking as possible without engaging the ABS response to a sliding wheel.

Mechanical brake assist is a design detail built in to the tandem vacuum brake booster which increases the pedal response during rapid strong pedal

applications, while limiting the sensitivity during more deliberate brake applications. The result is a greater likelihood of full brake potential being used during emergencies while avoiding overly sensitive brake feel during normal driving situations. Traction Control System (TCS) rounds out the alphabet soup of electronic driving aids, using both brake application and throttle retardation through Saab's "drive by wire" electronic throttle system to prevent wheel spinning under acceleration.

Braking power is fine tuned to individual models, with three different front disc diameters and two different rear disc diameters available, the front rotors being ventilated and the rears, solid. The brake calipers are made from aluminum, to reduce unsprung weight, as are the wheel hubs and some of

the suspension arms.

Compared to its predecessor, the new 9-3 offers more spacious accommodation, particularly for rear passengers, within the same overall length. Interior width, front and rear, is increased by 55 mm and a wheelbase is 71 mm longer. It is price-positioned to compete with the BMW 3-series, Audi A4 and Volvo S 60.

Model specifications

Linear: seats will feature leather seating areas, the door and console trim will be black, the door inserts will be cloth, and the rocker panel trim will be black. Optional will be a Touring Package, consisting of Xenon Electric Arc headlights, and ultrasonic parking alarm, self-dimming interior rearview mirror, and "Home Link" style built-in garage door opening transmitter. A "Driver's Package," including a power driver's seat, upgraded audio system, and 6 disk in-dash CD changer, will also be available. Sunroof is a free-standing option.

Arc: 16 inch wheels and low-profile tires, power front seats with leather seating surfaces, leather door inserts, wood door accent strips and center console trim, express 4 window raising and lowering via remote control and with "pinchguard," sunroof, bright trim accents on the instrument bezels, body colored rocker panel trim and the high-output 2.0T engine are the main standard features on Arc.

Vector: 17-inch "Vector" wheels with performance tires, electronic tire pressure monitoring, full leather power adjusted sports seats, sports suspension, brushed metallic door accent strips and center console trim, front bumper 'chin spoiler', body-colored ground-effect style rocker panel trim, rear trunk lid lip spoiler, sports steering wheel, express 4 window raising and lowering via remote control and with "pinchguard," sunroof, bright trim accents on the instrument bezels, and a high-output 2.0T engine are the main standard features of Vector. The Touring Package is optional on Vector.

All 2003 9-3 sports sedans will feature "OnStar." The GPS Navigation and "Bluetooth"- compliant electronics will not be available in North America until the 2004 model year.

I sincerely hope that this provides a good overall description of the first 9-3 Sports Sedan.



Larry goes to Sweden

In August Of 2016, I made my sixth trip to Sweden, and the fifth of those to attend a Saab event. This time, it was the International Saab Clubs Meeting, held in Vadstena, Sweden.

If you are a Saab owner, you should have it on your "bucket list" to travel to Sweden, and – if the schedules match up – to a Saab event during the trip. The country is naturally beautiful, the people are friendly, and your fellow Saab owners are among the friendliest of all.

My girlfriend Teri and I flew into Stockholm a few days before the event, originally planning to be on a pre-tour from Stockholm to Vadstena. Unfortunately, that pre-tour was canceled, though pre-tours from other locations went on as planned. The pre-tour has been offered for other International Clubs Meetings, including the 2011 Finland meeting, and gives participants extra insights into the local history and culture that otherwise may be overlooked under a hectic schedule. I highly recommend them.

Without the pre-tour, Teri and I had a couple extra days to spend in Stockholm before heading for our hotel in Motala and the Meet in Vadstena. On Friday, we collected our rental car (not a Saab), and headed down the E4 and highway 57 toward Motala and Vadstena.



Lined up at Vadstena. All photographs by the author.

In Vadstena, we parked and collected our badges and goodie bags, and proceeded into the welcoming barbecue. Swedish weather was rather unseasonably cool, and often wet this week. Our hosts, Svenska Saabklubben, had a large tent set up in the courtyard of Vadstena Slott (Castle) where the dinner and welcoming festivities took place. I was able to introduce Teri to my good friends Martin Bergstrand and Peter Bäckström.

On Saturday, we were treated to various events

in and around the city of Linköping, where Saab car production began. There were three locations, and the organizers separated us into three groups so we could rotate around the events and not be too crowded.



Our first stop was the Saab Arena, named for Saab Group, of the aerospace and defense industries. Inside there were several displays of Saabs, including the first display I have ever seen of the elusive Saab boats! But the highlight of this stop was the Ursaab, number 92001, parked on the ice inside the arena, under dramatic lighting.

Ursaab was marking a return to its birthplace of Linköping, and in the days after the International, it would be photographed in various locations around the factory where the Ursaab was designed and built.

Our next stop was the factory in Linköping. We weren't allowed inside the factory - it being used now for highly classified defence products - but we were allowed inside the hall at Restaurang Terrassen where the 92001 first met the world in 1947. Outside the hall was a display of three green 92s, recreating a photo taken over fifty years ago in the same location.



Restaurang Terrassen is where many well-known Saab figures have dined over the years. We were able to purchase our lunch there, and sit where Saab factory workers and managers have sat for more than sixty years.

The final stop for us was the Flygvapenmuseum, the Swedish Air Force Museum. Always a treat to explore, the museum had a major expansion before my last visit in 2011, when a whole wing dedicated to

the Cold War and Sweden's neutrality was opened. The highlight of this exhibit is a PBY Catalina, an example of which was used in the search for a missing Swedish C-47 (DC-3). The PBY is displayed on the main level, but glass panels in the floor reveal a fascinating display one level down, of the wreckage - as recovered and preserved - of that missing DC-3.

Saturday's dinner was also held in the tent, and there were the usual greetings and presentations to the host club from the various clubs represented from around the world.

Sunday dawned warmer and clearer, and the Saabs now surrounded the castle moat. All vintages were represented, including the rarest of them all, the 2nd generation 9-5 Wagon. And I even spied an example of my favorite Saab, a 99 turbo sedan in Marble White.

In addition to the many, many Saabs on display, a small, but extensive spare parts area was available. This was very handy for the owner/restorer of the "two-digit" Saab, and even on up to the Classic 900.

As always, it was a wonderful event, making new acquaintances, and renewing old ones, seeing your dream Saabs, and picking up goodies for your current Saabs. I highly recommend any International Saab Clubs meeting.

Postscript.

After the International, we took a leisurely drive to Trollhättan on Monday. On Tuesday, we dropped by the Saab Car museum. Peter had just returned that day, with the Ursaab in tow. Teri and I were happy to enjoy fika (coffee and pastries) with Peter on the occasion of his birthday! We watched the Ursaab being returned to its place of honor in the museum, and we met an old acquaintance in Gus Jakfors. Gus was often sent to the US as Saab's "fix-it" man. I first met him when he was replacing cam sprockets on not-yet-delivered-to-dealers 9000s at the port in Newark, NJ, way back in 1998 or so.

In summary, a visit to a Saab Clubs International Meeting is a wonderful event to plan for. They change venues from year to year. The next one will be in Germany for 2017.

And you really should get to the Museum in Trollhättan. Very soon, it will be the last visible presence of Saab Cars in Trollhättan. Fortunately, it will endure for some time to come.

Larry Goes to Sweden continues on page 25.

Saab Clubs News

Last September the Vail police department celebrated its 50th anniversary. Our Rocky Mountain Saab Club was invited to commemorate their historic partnership with Saab Cars and the Vail PD. Officer Jeff Campbell contacted Jerry Danner to be a part of their three-day celebration the weekend after Labor Day. He wanted our Saabs to be parked at several welcome celebration areas, like the Gerald Ford Park, the Lionhead Transportation Center, and the entrance to the PD. Jerry was going to be out of town and after the long Labor Day weekend few members were able to attend. I volunteered to do it for Jerry and was able to get two club members to participate: Arne Carlson with his 1999 Arctic White 9-3 with JZW performance upgrades, taking it from 200hp to 295hp; and Tom Jansen's 2001 Laser Red Viggen and my 2011 Java Mica XWD 9-3, also with JZW upgrades.



All photographs provided by the author.

We were treated liked royalty and had reserved parking spaces in front of the PD for its Saturday open house. Arne and his wife went to the other celebration sites so unfortunately his Saab is not in my pictures.

When they found out I had been a reserve police officer for 18 years in Aurora, Colorado, they really opened up to me and we swapped funny war stories as all cops like to. I was then treated with a grand tour of the whole complex.

Down the main hallway the walls were lined with photos of officers and their Saab police car. Using my camera I took pictures of the pictures. Next I toured the communication dispatch center where I had been several years before with an ex-Aurora officer who was hired to update the total radio system because president, Gerald Ford, had a condo in Beaver Creek and other Washington politicians skied



Vail and Aspen. They can communicate with the Secret Service, FBI, and all State and local police departments. My old friend then took me to lunch in one of their Saabs. I then toured the jail booking/holding cells where they booked me, took mug shots, and placed me in a cell for a photo op. I was hoping they still had the old full-length cell bars but as you see they replaced them. No more Wild West cells. Next we were off to their record center to look for more Saab photos. By pure luck I meet a retired officer who had a picture of him with their 1st Saab police car. Look at the color of the 99. I'm told it is yellow but it sure looks more gold to me. His uniform looked like it was of the Old West Texas Ranger style. The light bar on top of his car really does date the technology back then. I have two pictures of him next to the 99, one from the wall of fame and one he carries in his cell phone since it shows more of his uniform. I then took one of him at their reception desk to show his new hair style!

He laughed as he told me the 99s and 900s did not have room in the back seat to secure a prisoner

Saab Clubs News Cont'd

so they buckled them up in shotgun and lost several windshields and dashboards before they got the 9000s which had room for a cage in the back seat area.

We all thanked the Vail PD for their hospitality and showing us the pride they all had in their fleet of Saab Police Cars. To a man, all the retired officers, and the few current ones that were lucky enough to have driven the Saabs, said the Saabs were the best cars for the Vail climate, especially after they got the turbo ones.

Paul Bottone -RMSC-Treasurer



We hope somebody comes by and lets the author out!

Saab Summer Fest

A one-day gathering of Saab aficionados from Southern Michigan, Northern Ohio, and Northern Indiana is being planned for Saturday, August 5th. This event, hosted in cooperation with the Great Lakes Saab Club, will be held in Ypsilanti MI at North Bay Park on the shores of Ford Lake.

Currently confirmed activities include; a visit to an exotic (and not so exotic) collector car storage facility; a display of classic Saabs courtesy of Trio Motors; a Saab Service and Maintenance Session courtesy of K & N Automotive; a live demonstration of re-upholstering a Saab seat; and an informal Swap Meet of Saab Parts by all interested participants.

Registration fees for this event include the cost of park admission and a catered lunch prepared by Beezy's Cafe.

This is the first such regional gathering in recent memory and it is receiving an enthusiastic early reception.

Visit the following web link:

<http://www.saabnet.com/tsn/bb/usrfiles/SaabSummerFest.jpg>

or send an email to:

saabsummerfest@gmail.com

for additional information.



Roger Cook
c: 734-776-3840

Saab Clubs News continues on page 36.

Precision Plus

Saab Live on in Eastern Pennsylvania at Precision Plus

This is the sixth 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.

Some Saab repair and service shops are the culmination of many years of study and work on the part of the proprietor(s) through the many years of earlier model 99s and 900s, on to the 9000 and NG900s and into the present-day 9-3 and 9-5 models. That is the case with Dimitrios (Demi) Valtanis, a Greek immigrant who came to Philadelphia, PA, with his family at age 14 in the early 1970s. In his youth, Demi was fascinated with cars. At age 12, he started working on weekends in a job where he helped to clean car parts (among other tasks) at a shop specializing on repairs and engine rebuilding for VW automobiles.

After about a year at that shop, Demi was able to get a job after school and weekends at a large Opel car dealership. He worked with the head technician of the shop, an older fellow with many years of experience under his belt. The technician was like a mentor to Demi since right up to the present day, Demi still uses his methods.

Demi went to school for a few years and then he went to work for an authorized VW, Peugeot and Subaru dealer. He worked there for a few years and left to go work for an independent VW engine and Jaguar repair shop. He worked there on servicing customer vehicles and then was asked to work at a body shop doing mechanical repairs and some sheet metal work.

While working there he was approached by someone who had heard of his love of cars and he was asked to join a service department undergoing expansion to repair Fiat, Lancia and Alfa-Romeo cars. In late 1979, the manufacturer of Fiat and Lancia cars stopped importing new cars into the U.S. The dealership owner, Bob Yates in Langhorne, PA, was then able to become an authorized Saab dealer. Demi worked as a line technician and welcomed learning a new brand and car technology that was certainly different in many ways.

His dream to learn more about cars and his love for the automobiles was becoming a reality more and more. He showed interest and excitement in the new Saab products more than his co-workers. He worked on used 99 models and new 900 cars as Yates started to sell them.

His first Saab was a 1978 99 but his favorite models are the 900 coupe and the 9000 Aero. He likes the comfort of the interior of the 9000 Aero, the turbo charging and performance, the visibility out of the classic 900 windshield and overall safety. The driving experience in bad weather including snowy conditions also drew him to the cars. He says his 1986 900 has not let him down in the worst blizzards since he never got stuck in the snow.

The dealership owner saw the love that Demi had for the new products and sent him to Saab technician schools. He has attended every school Saab had to offer at the time, travelling to Connecticut and Baltimore quite often. Demi indicated that he was trained by a few of the best instructors in the Saab world including John Moss.

In 1987, Demi was awarded a Saab Master Technician status and became the shop foreman. In 1988, he became the shop manager and was given the opportunity for further advancement. He was working as a service manager during the daytime and as a technician after hours to rebuild engines and transmissions. He had taken training to achieve his ASE Master Technician award along with his welders, aluminum repairs and painting certifications.



The Precision Plus building in Trevose, PA Photographs provided by the author.

Precision Plus Cont'd

In 1991, he left the dealership to open his own repair shop in Feasterville, PA, with two bays, and continued car repairs specializing in Saab automobiles. He had 38 customers when he first started out. By 1996, he had grown the business to service about 550 customers. At that point he expanded the shop to five bays, four of them with lifts, and a parts room, and hired more Saab technicians.

In 2004, he purchased the current 10,000-square-foot building located just off Rt. 276 in Trevoose, PA. He added Saab car sales and auto body repairs and took on other brands when requested by customers. This year, he has over 2,200 customers on file in the tri-state area of Pennsylvania, New Jersey and New York. The current business is known as Precision Plus Imports.

From the boy who was fascinated with cars to more than forty years later with many years of operating his own sales and repair shop under his belt, Demi still loves what he does and is proud of his business. He says that working on Saab cars will never get boring. Fortunately, most of his customers love their Saabs and maintain them as needed for the long run. One of the highest mileage Saabs that they have serviced in the past had 411,000 miles and currently many others are approaching that longevity.



The lineup of some of the Saabs for sale at Precision Plus as of April 2017.

Precision has a used car dealer's license, selling mostly Saabs, a Notary license, and a banking license to do financing. For cars that they sell, they provide a thirty-day warranty. For repairs, Precision offers unlimited warranty on workmanship and one year on parts unless the manufacturer instructs coverage otherwise. He sells used and new parts. There are a number of older models at the rear of his shop that can be sourced for parts. Ironically, further to the rear of those cars there is a cemetery. Let's all keep our cars in good shape so they stay at the front side of Saab repair shops!

Demi Valtanis participates in most Saab Owner Conventions and he owns a few nice Saabs that are showroom condition. These include a 1986 SPG and a 1994 9000 Aero. He also owns a 1986 Saab "go cart" which is one of only seventy-five produced. While he keeps these cars in his showroom, he still takes them out since his Saab driving excitement never dies.

Precision Plus is located at 4128 East Street Road, Trevoose, PA 19053 and can be reached at 215-244-9060 or by http://precisionplusimports.com/01_home/prec_home.htm.

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



From left to right are employees Victor Artioggi, Jason Nean and Dimitrios Valtanis (owner) standing in the Precision Plus showroom.



Swapping Airbags in Texas



Pop the old air bag out. Careful with the connections! Plug and replace. Jonathan Diagnault of Viking Automotive shows how it's done! Photographs by the author.

By Seth D. Bengelsdorf

It was a warm and sunny Saturday when group of hardy Saab-owning souls gathered in Houston to have their car's air bags replaced. Viking Automotive owner Jonathan Diagnault, freshly returned from Europe, had the owners fill out the paperwork, then moved smartly down the line, replacing air bags as he went. In truth,

it took longer to fill out the paperwork than to replace the faulty part!

Be sure to contact your local Saab repair facility to find out if your car is part of this worldwide recall. Don't delay.



In Memoriam

By Pierre Belperron

On May 5, 2017, the Saab community lost one of its most influential and significant visionaries, Felix Bosshard. Felix was one of the founders of the Gaston Andrey group, and in 1957 opened Gaston Andrey Associates in Watertown, Massachusetts, which in 1982 was renamed Charles River Saab after the Gaston Andrey partnership was dissolved. While Felix sold Charles River Saab in 2000, it was and remains the oldest Saab franchise in continuous operation in the United States.

Felix was born in 1931 in Rietbad, Switzerland, and was raised in his family's hotel. He did his secondary education in public schools near his home, and then completed two apprenticeships, one as a General Mechanic and one as Auto Mechanic. Afterwards, he attended the College of Aeronautical and Automotive Engineering in London and completed an Automotive Engineering course. He then held several positions in Switzerland, including one as a rotary engine mechanic. In 1955 he began looking for work abroad as a journeyman mechanic and answered an ad in a Swiss paper for an auto mechanic in a small garage in the US owned by another Swiss and was hired, which is what brought him to the United States. Felix rose in that small garage, becoming a manager, then a partner, and eventually the owner. He never looked for another job.

Charles River Saab, US dealer code 0031, was a successful and highly regarded business built on respect for the needs of both the customer and the employee. Felix had an exceptionally loyal customer base and team of employees. He earned for CRS the European Quality Assurance Standard ISO9002, a first for an American car dealership. Well respected by his peers and the management of Saab USA, Felix was President of the Saab US National Dealer Council for six years. He was a vociferous advocate of Saab, but was not afraid to challenge Saab on behalf of his customers and his

fellow dealers. When Gaston Andrey, one of Felix's original partners, closed his location in Framingham, Massachusetts, Felix bought that franchise (in 1995), and operated Charles River West, which would later become Saab City of Framingham.

Felix was also very active outside his Saab dealership. A Unitarian Universalist since shortly after arriving in the US, he took on leadership responsibilities in the parishes he belonged to. As a young man he played accordion, entertaining guests at his family's hotel, and his love of music followed him to the US where he became the Chairman of the Board of the Boston Classical Orchestra for ten years. His early interest in motors led him to rally driving, which earned him numerous trophies. Felix was a regular bridge player, and also had a passion for tennis, board games, table-tennis and working around the house and garden. He will be deeply missed by his family and friends, and remembered for his intellect, his cordiality, his kindness and for his very, very dry wit.

He is survived by his wife of 61 years, Anita, and their three daughters and six grandchildren. His daughters are Monica, Genevieve and Robin; Monica and David Bernstein of Arlington MA, with children Sally and Sam; Genevieve Bosshard and Roberto Garvia of Madrid, Spain, with daughters Paloma and Azucena; and Robin and Nick DeMaso of Stevensville MD, with children Louis and Audrey. He is also survived by his niece in Scotia NY, Verena Takekoshi with

husband Tohru and sons. He is survived as well by many relatives in Switzerland: a sister, Susi Egloff with husband Bruno, and a sister-in-law, Hanni Bosshard, as well as by many nieces and nephews.



Photograph provided by the author.

For those who would like to celebrate his life at a true memorial service, there will be a ceremony in August at The First Parish of Sudbury on a date to be announced. Friends are welcome.



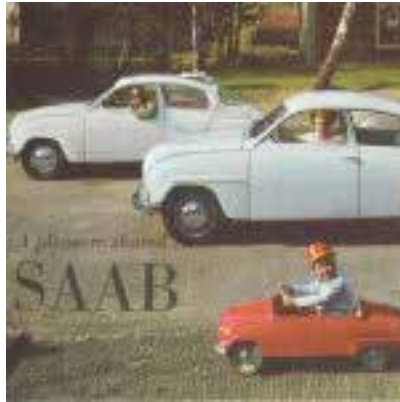
A Saab Family Life

Posted on April 5, 2017 by Phil Lacefield

From eEuroparts.com, reprinted with permission.

A Family, a Road, and a 2-stroke Saab – Our Monte Carlo 850.

I grew up in Ohio, right next to a small airport. When I was a kid I'd beg rides in every aircraft I could get into, and every hangar, and got to know a lot about the place. Little did I know that, years after I'd left, that rarest of Saab models was sitting in one of those unexplored hangars, waiting to be rescued.



And so I did, in February of 1999. For the first time since she had been put up on blocks (in about 1986), a white 1966 Saab 96 Monte Carlo 850 sputtered and popped her way to life, drove home a few miles with nothing but handbrake and maybe two of the three sparkplugs actually firing. It quickly took up residence in my heart. We have driven her mercilessly since, across country and mountain, ferry and snow, on gravel and macadam and washboard and dirt and, honestly, just beaten the living crap out of her like a rented mule.

She can be cranky and temperamental without her morning salutations and offerings, she requires much tweaking and pampering along the way, and sometimes she just grenades an engine because reasons and strands us 500 miles from home.

When she breaks, we fix her, and keep going. Our son



has spent his entire life rally navigating from her back seat.

She is the rarest of the rare, but we have driven her without mercy or pause. She is no stranger to the harrowing Duffy Lake Road connecting tiny Pemberton and minuscule Lillooet BC, 94km of the most terrifying twists, turns and sheer cliffs known to man. She wears her battle scars with pride, and is no garage queen; she works hard for her rally stickers. Not too shabby for a 50-year-old car with only seven moving parts (1 kid), the Monte Carlo 850 features an engine that produces maybe 55hp....

And we couldn't imagine life without her.



Saab Heritage Museum USA!

In June, the Saab Heritage Museum USA completed the purchase of property in legendary Sturgis, South Dakota - home of the largest motorcycle rally in the world. Cars are already starting to move in to the location right off interstate 90 (exit 32).

The facility is 38,000 square feet, comprised of two buildings. These two buildings tie together in a T-shaped arrangement, situated on seven acres of land. We're hoping for as many as 3/4 million people through Sturgis in a three-week period for the rally in August so that we can drain some revenue off of that cash flow and into the museum long-term. This is why a location in Sturgis was chosen - to provide cash flow to meet daily operating expenses on an ongoing basis. Also the low relative humidity of the area is nearly a deal for preserving cars while not being excessively dry like locations we looked at in Arizona. We will probably have RV and camping sites available.

This will be a slow process moving cars from Fort Dodge, Iowa, to Sturgis as this is a 9-Hour Drive.

As we progress in the moving I anticipate a "cattle drive" * excuse me * a "car drive" where potentially people can come in from all over the country and help drive the cars to Sturgis. This would be fun on many levels.

But for now I will begin to move in so that we can start renovating the property. It's an older building and it's going to take some work to get everything in shape.

Since this is a nonprofit venture and tax-deductible for IRS purposes, anyone with a talent or skill wanting to help would be greatly appreciated. This would include developing a Facebook page and a website, helping keep the museum clean, helping repair minor,

taking cars for road tests and diagnosing and fixing small problems, keeping cars waxed. The list really never ends!

We will also need people with construction skills to help set up display areas to highlight the cars and make them interesting. It really is a laundry list of things that could be done by anyone willing to take some time.

But for now let's get some cars out west and see what happens. We appreciate everyone following and supporting the museum,

- Tom and Patti Donney



On The Column



By William "Chip" Lamb

What to Do? Drive?

A friend and former classmate of mine in the New York City area recently pointed me at a customer of his who was looking for a classic Corvette as a birthday present for his father. We handled this transaction to the letter, but it became a boondoggle, one that nearly cost Lee and me our long friendship, teaching (or re-teaching) both of us a valuable lesson about the uninitiated's expectations of a vintage vehicle versus the reality along with various "don't do those" lessons. In short, Lee's wealthy client in the brokerage world, as well as his brother and his father, would have been better-served with a modern Corvette "retro-mod," one that behaved like a new car yet looked the part of the 1963 model car, since all were spoiled by the road manners of modern luxury and exotic machinery. My father's 40 years in highline new-car retail echoed in my mind, particularly wherein he fired many an 'undeserving' customer of a special car.

Yet there are those who desire relatively 'bad' behavior from a car – and then again those who won't stand for it. As car companies move more towards the building of appliances on wheels and farther away from traditional automobiles, there are those who find a certain degree of noise, vibration and harshness charming or even necessary in their daily lives have fewer and fewer new (or new-ish) options available to them. I think this applies to the die-hards among the Saab community. I speak with a number of old Saab clients and follow more in the realm of social media as I'm interested to see where they go with their car buying, if not to another increasingly hard-to-find Saab, for even the last Victor Muller-era car is now a 6-year-old example and likely with mileage around a trip halfway to the moon or better.

Since not everyone has the time to fool with such an out-of-warranty machine, I thought it would be productive in this installment to share some of my observations about what current and in many case former Saab pilots drive, be it as hobby, pleasure or daily-driver cars. Many of my Saab friends were hobbyists first and foremost, strictly interested in the "two-digit" models i.e. prior to the Venerable 900.

Some of these individuals indeed found even the 1979-93 900 too big and heavy for their liking and everything thereafter just not Saabish enough. It is interesting to note that in the early days of the Saab Club, this publication was co-branded as the Compact Front Wheel Drive Club, for those loyal to the last of the 2-stroke and V4 cars that stopped coming here in 1973 were quickly finding those hard to find even then!

What, then, do Saab people now drive? Here's a sampling:

The Mazda Miata MX-5 – a surprising number of Saabies past and present have been denizens of the Miata from its debut in 1990, the same year that Saab and GM began their 18-year relationship. Though rear-wheel-drive, the Miata was and remains to this day a nimble, seat-of-your-pants fun machine with reliability on par or better to the best Saab. Many Miatas wear high mileage as a badge of honor, not unlike several 900s and 9000s. With a chassis design based on one of the finest roadsters ever made, the Lotus Elan, the Miata is also like the 900 in that it shares its basic geometry and design principles with a car designed and built decades earlier. Several vintage Saab friends of mine drive new, newer and even a few of the earliest Miatas and have for as long as I've known them.



Buick Regal Tour X.

GM Cars on Which the Saab Was Based – while there is no love lost between GM and many Saab denizens, those who loved the later GM platforms, engines and such and did their homework have no problem owning a newer turbocharged GM car. It is well-known that GM's desire to see Saab go away was based in no small part on their interest in integrating the Opel platforms that underpinned the 9-3 and 9-5 into US offerings such as the Cadillac ATS and Buick Regal. For the immediate future, it is interesting to note that the long-awaited 9-5 Wagon will finally be released for 2018 as a very sporty-looking Buick Regal called the "Tour X," riding on the architecture of the Opel Insignia and powered by a 250bhp/260 lb/ft (or 295 lb/ft in AWD trim) 2 liter DOHC inline four. Also available is the "Sportback" model for those who still pine for the 900 and 9000 5-door, these are all front wheel drive cars. All of our offerings will be built, as most Regals have been from the start in Opel's Rüsselsheim plant in Germany. Some creative rebadging is in order for both of these new cars, assuming Saab insignia is still available...

The Other Swedish Meatball – though owned by the Chinese, a fate once proposed for Saab, the new Volvos remain unique among new car offerings. Top among these is the S90 and limited-availability V90 and V90 Cross Country, cars that would be up against



the 9-5 were it still in production. I know of a few long-term Saab denizens who own and love them. Also powered by a 250bhp/260 lb/ft DOHC turbocharged I-4 engine with front wheel drive, the Volvos have good ergonomics and excellent service, warranty and parts availability across the board.

Put It in Park – The third-most common name for Koreans in America is Park. It seems fitting therefore to mention both Korean and American-built Hyundais and Kias in this list as a number of Saab friends have owned these and continue to do so. As some of the best American-built cars, even an inexpensive new Hyundai or Kia is not a cheap-feeling car and comes with a great warranty and service program to the original owner (10 years/100,000 miles). I buy a lot of these at auction for my business partner's used-car operation in Savannah and when I'm out of town I rent a Sorrento or Santa Fe as they are pleasant to drive. If I had to buy and own such a vehicle from new, I'd have a hard time not doing so. In fact, I recommended to my aforementioned friend in the New York area to replace his aging BMW X5 with a loaded Santa Fe AWD just the other day.

Quirky, Weird and Cool – a Saab friend owns a Nissan Juke with a 6-speed manual. They did that? Apparently. 210bhp from a 1.6L DOHC Turbocharged 4-cylinder engine is nothing to sneeze at. It is quite the car. Others run the gamut; a Pontiac/Holden GTO/Monaro augments a collection of Classic 900s in Virginia, a succession of high-mileage Corvette Z06es ply the interstates in the Midwest among some 2-strokes.

Conclusion? Saab people remain intelligent customers; their interest in Saab cars largely influences what they buy today. Many old clients' needs have changed with family life, an increased or decreased willingness to put up with the traits of older cars, but they continue to buy smart based on experiences and the standards that brought them to Saab in the first place.

In the end, drive what you like – I am spoiled in that I get to sample quite a lot along the way. I'm currently enjoying a Miata with a 12-second Power Hard Top. It's a fun car with all the modern amenities apart from those that remove me from the driving experience. When fully sorted, it can also be yours, so that I can go on to the next adventure.

In the hopes that all your automotive experiences are also adventures of a good kind, and for a great summer.

Simon du Stroke (Jr)



Professional Perspective



By Chuck Andrews

WE ARE NEVS

Are we? Are we so dedicated to our Saab vehicles that we will not be able to fully embrace NEVS? NEVS' new PR campaign, "WE ARE NEVS" has video and web content that recognize Saab and its history that we are all familiar with. Is that enough?

NEVS purchased Saab from the Spyker Bankruptcy and we had hopes that NEVS would be successful in producing the cars we liked. Dated design, supplier/vendor challenges and low demand for the few 2014 SS Saabs made the future almost impossible. NEVS was forced into bankruptcy again when the Chinese city of Qingdao reneged on their contract causing about a 30% loss of their financial backing. I believe many of us thought NEVS' future looked very, very bleak.

I have compiled a list of many of the agreements, acquisitions, joint ventures etc. that NEVS accomplished in the past three years or so. Most already know this information from press releases and internet stories, but I would like to review them. The information I have condensed and used comes from more than a dozen different articles from many websites including NEVS' press releases. Follow through the dates and see how NEVS has laid out the future in a relatively short period of time. It is amazing!

- 5-28-15 -- NEVS formed an alliance with state-owned Chinese entities to replace the previously lost financial support. NEVS' current ownership is:

- NME (National Modern Energy Holdings) owns 43%.

- THT (Tianjin City—the Tianjin Binhai Hi-Tech Industrial Development Area) owns 30%. There are about 10,000 companies registered with this state-owned company and about 6,000 of them are high-tech businesses.

SRT (State Research Information Technology Company Ltd) owns 27%. (This science, tech innovation and IT provider has about 750 employees.) NEVS stated that this alliance would help achieve the

vision and the goal of a global strategic presence in addition to the resources it has in Trollhättan.

- Later, Century Golden Resources Group was added.

8-17-15 – NEVS announced a long-term, strategic cooperation agreement with Dongfeng. Dongfeng Motors (DFM) has several joint ventures in China including Peugeot - Citroen (PSA), Renault, Nissan, Infinity, Honda, KIA, plus their own branded cars and trucks. It is one of the world's largest auto companies. It is the third largest state-owned car company in China, producing nearly 4 million vehicles in 2014 and is of great importance to NEVS.

- Dongfeng will support NEVS on the construction of new energy vehicles production and R&D in Tianjin and the formation of NEVS sales and service with support from Dongfeng's Dealer Network.

- NEVS will support Dongfeng to meet regulations and technical specifications of overseas markets and assist DFM to develop important markets in Europe and North America.

- This alliance with DFM also assists NEVS in the fact that in 2012 DFM acquired 70% of T Engineering (a Trollhättan-based engineering company and a spin-off from Saab Automobile Powertrain as their first R&D Center overseas).

- Not only will NEVS have some access or relationship with T Engineering, DFM also is a 14% shareholder of PSA who just purchased Opel and Vauxhall from General Motors.

10-22-15 – NEVS collaborated with the Scientific and Technology Research Council of Turkey to develop the Turkish National Electric car. NEVS delivered 4 prototype vehicles for \$40 M Euros. The 4 cars were:

- Phoenix 1.1 Sedan EREV.
- Phoenix 1.1 Cross-over wagon EREV
- Phoenix 1.1 EV Sedan
- Phoenix 1.0 agon ICE.

Notice that they had "Phoenix" attached to their name. We believe that these prototype cars have the Phoenix platform. NEVS obviously had been working on future designs to have had the Phoenix platform ready for these Turkish cars.

11-2015 – NEVS formed a strategic partnership with the world's largest semi-conductor manufacturer (Renesas) based in Tokyo. The goal of this partnership

Professional Perspective Cont'd

is the NEVS/Phoenix platform architecture being used to develop EV vehicles.

12-2015 -- NEVS signed the pivotal agreement with Panda New Energy to deliver 150,000 EV vehicles and another 100,000 electrical transportation vehicles and mini-buses by 2020 in China.

01-2016 -- NEVS entered into a partnership with Valinco which is part of China Aerospace Science and Technology Corporation. NEVS is to deliver 20,000 electric vehicles and will have access to Valinco's supplier base. In addition, Valinco and NEVS will jointly develop components for NEVS electric vehicles.

3-2016 -- NEVS signed an agreement with State Grid Electric Vehicle Service Company Ltd. which is part of a huge electric utility company in China. NEVS is to deliver EVs and EV transport vehicles to State Grid and develop smart grid and charging solutions together.

8-2016 -- NEVS purchases controlling interest in New Long Ma Motor Company Ltd.

- NEVS and Beijing State Research Information Technology Company Ltd. now own 65% of the New Long Ma Motor Company which is one of the major mini-van producers in China. The capacity of the factory is about 150,000 vehicles per year.

- On the same day as the NEVS purchase of New Long Ma Ltd., a contract was signed with Panda New Energy to deliver 35,000 units of the New Long Ma EV products.

1-2017 -- The electric vehicle production license was approved by the NDRC, (Chinese National Development Reform Commission), which was absolutely necessary in order to manufacture electric vehicles in China. NEVS received the ninth license out of ten that were available and allowed in China for EV startups. NEVS will complete construction of its Tianjin manufacturing facility in 2017 with a capacity of 200,000 electric vehicles yearly.

2-2017 -- NEVS signed an agreement with Contemporary Amperex Technology Company Ltd. (CATL) to supply li-ion batteries for the NEVS 9-3 EV in the Chinese market. Since this event, CATL has purchased 22% of Valmet Manufacturing in Finland which built Saab cars for many years. This should make a battery supplier convenient to Trollhättan for its EV production.

4-26-17 -- NEVS formed a joint vehicle development partnership with Iconiq Motors founded



Yes, it's Iconiq. But does it have to be spelled that way? All photographs provided by the author.

by Alan Wu. This joint venture was announced at the Shanghai Auto Show where Iconiq Motors unveiled its first EV called the E-MPV Seven.

- This new EV company, (Iconiq), born in China, does not have a license or a plant to manufacture an EV so this contract with NEVS enables them to move forward with their vision for their new car -- the Iconiq Seven.

- Production for the Seven is slated to be started in 2019. The Seven will be produced in Tianjin while NEVS will be using production facilities in Tianjin and Trollhattan. Both companies are slated to cooperate on the development of shared technology for their future vehicles to benefit from Swedish expertise and to maximize industrial synergies.

- Also on this date, NEVS announced that it will develop an E-segment EV commuter vehicle with production starting in 2020.

5-2017 -- NEVS announced that the platform used in the Turkish National car was of the Phoenix 1.x design.

- NEVS has continued to develop this platform so that it can no longer be called Phoenix.

- This new NEVS platform should be the base for almost any type of configuration needed by NEVS in the near future.

6-7-2017 -- NEVS will reveal two new concept

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Through a Windscreen Darkly



By Linnea Krajewski

The Models on the Wall and Other Exciting Excursions

I hate bare walls. It's fallout from my childhood; my parents were big empty wall fans. Before there was even consideration of a nail being driven into the drywall, before a hammer was even picked up, a debate that rivaled Lincoln-Douglass took place between my parents.....To Hang or Not to Hang? Wouldn't that photo look much better on top of the credenza? Maybe over on that end table? Atop the TV? Or, maybe just better off to leave it in a drawer. We know what the subject of the picture looks like.

Hence, there is not a square centimeter of empty wall space in my living room, dining room or kitchen. The bedroom walls are just about full and let's say that, if you visited the loo in my apartment, you'd have plenty to look at even as you attended the business at hand.

So, a few weeks ago, when I decided to put up some shelves to house my growing collection of model cars, the location of same was plotted out with the same precision as a Forty-Niner prospecting for gold. The sudden urge to shelve was brought on by the acquisition of a new model; my friend Mark McCourt brought down a copy of a '71 Dart Demon out of the Hemmings collection when he came down for Coffee and Fika put on by Pierre Belperron at Volvo Village of Danvers. The Demon is nicely done; the only flaw is in the nose, which looks like it came off of a Coronet and not a '71 Dart. But, as the Demon was rare new and almost unseen now, and was one of my favourite cars growing up, I felt that it deserved a place of honour. And, what better place than the living room, which is where I spend most of my time when I am home and not cleaning up after six rabbits, four guinea pigs and a parrot.

After much wall staring, agonizing and review, I decided to move the large showroom poster an Imola red NewGen out of the living room and into my bedroom. To clear a space for the poster, I had to move the 5'x 3' Saab flag and a few smaller Saab related posters already in residence. Once I had the NewGen settled, I returned to the living room and started putting up the shelves. The process went quickly and soon I had three empty shelves looking



Through a Windscreen Darkly Cont'd

down at me from the living room wall.

On the bottom shelf, I placed the Demon next to the model of a silver GLH Turbo that I had picked up at the New England International Auto Show some years ago. I parked the model of the '36 Airflow that came home with me after a visit to the Walter P Chrysler Museum in Auburn Hills near the GLH and the Demon. Rounding out the residents of the bottom shelf was a model of a '55 Chrysler C300 that I found at, of all places, the local Walmart.

The middle shelf holds two Vipers, a red RT10 and a white coupe with blue stripes. Between the two Vipers sits a Plum Crazy Challenger. There is also a Dodge Airflow tanker next to one Viper and a model of an early Intrepid next to the other. The Intrepid is a bit battered; missing its headlights and one mirror, I saved it from being thrown out when the parts manager of the Dodge dealer at which I once worked had a clear-out.

The top shelf is all Swedish.....residing there is the RC Viggen that still lives in its original box, a Scandia bus, living here courtesy of Bruce Turk's car boot sale at Ed Lorenz' Saab picnic from last year and a model of an '81 900 five door that I found at Carlisle swap meet. On the top shelf is also my jumbo Swedish Car Bank.....after replacing its eyes three times, I decided to put it on the top shelf so that Agatha could not reach it to chew its eyes off.

I have a shadow box with smaller models further down the wall; two Chrysler 300Ds, three 300Fs, a '58 Plymouth Belvedere, two '58 Furies, a '58 DeSoto Fireflies, a '56 Dodge Custom Royal Lancer and a '67 Dodge L Series truck, which was the A100 on steroids.

And, on the wall opposite the Chryslers sit more models....all Saabs. I have a collection of Minichamps that looks like a Saab showroom from the mid '90's to the mid oughts; 4 NewGen convertibles, three real 9³ sedans and 2 coupes, three 9⁵ sedans and a wagon and two Scania trucks. I also have a model of the UrSaab and the AeroX. Rounding out the shelves are three 93s, a Sonett III, a Viggen and a Long Run NewGen.

But, part of the fun of being a gearhead is not just collecting models, but seeing new models as they arrive. To that end, I motored down to Westchester to take in the New York International Auto Show. It will probably be the last time I make the trip; our esteemed Editor was packing up to move to Austin, Texas, and it's just not the same trip without Seth being there.

Bright and early Thursday morning, Diana was driving me, George and Seth to the train station to catch the train to Grand Central. We then hoofed it down to the Javits Centre and headed inside to see what interesting things the automakers had to show us this year.

We stopped first at Toyota.....my father wanted some literature on the new 2018 Camry, as he plans to trade in his nearly unused '15 Camry for the latest and greatest from Toyota. There was also some strange crossover that looked like a Nissan Juke...all jarring angles and weird lines.



From Toyota, we stopped in at Ford. Parked next to the Focus RS was the new Taurus police interceptor. I'm not sure if that happened by chance or not.... Ford's hottest car parked next to what one would logically see in the rearview if the RS was driven the way Ford's engineers intended.



From Ford, we wandered over to Chrysler to see the last of the Vipers and the new Challenger Demon. Back in the day, Chrysler bowed to protests from

Through A Windscreen continues on page 32.

Professional Perspective Cont'd

vehicles at the CES Asia Auto Show.

I believe that the wide array of financial, industrial and technological backing that NEVS has in place, plus the development of the platform (formerly called Phoenix) enables NEVS to accommodate their new venture with Iconiq. In addition to the use of NEVS' production facilities, Iconiq also brings other valuable suppliers and developers into the NEVS picture:

- W Motors—the first developer of high performance, luxury sports cars in the Gulf, based in Dubai.

- Magna Steyr – automotive supplier with 95 product development engineering and sales centers in 29 countries.

- Studiotorino – legendary designer Alfredo Stola—specializing in the production of hand-made, fine sports cars.

- ID4motion - a Dutch company that designs and manufactures tailored solutions for digital user interface like heads-up display, digital clusters, multitouch infotainment systems, control displays and HVAC. They have many customers who are specialty car manufacturers like Spyker, etc.

Iconiq Motors has been formed with a strong alliance with W Motors, the boutique super car manufacturer famous for its Lykan Hypersport and Fenyr Supersport. This connection will allow NEVS to work with W Motors and other alliance members of Iconiq Motors to develop not only the Seven but other cars projected for future use of NEVS' new platform.

Could we also dream that NEVS may form a connection to build cars with W Motors in the future? This connection would be a big step-up to a world-wide audience. I know that W Motors hand-built cars cost several million dollars each, but their engineering and design are amazing. Their ICE model has about 750 HP and does 0-60 in 2.8 seconds with top speed just over 200 mph at one mile.



Lykan Hypersport.



Iconic Seven.

With NEVS' EV connection, engineering and expertise, could you imagine W Motors cars as EVs? They would compete with Tesla whose P-100 D already does 0-60 in 2.8 seconds in a 4-door sedan. There are EVs sporting 1000 HP EV drive trains already. Why wouldn't NEVS be in line to produce that with W Motors?

Exciting times are ahead. We can only hope that all this preparation done by NEVS will become fruitful in the next couple of years. The Saab legacy will live on and just maybe NEVS will become all that we had hoped it would become in the future. Go NEVS!

For 42 years Chuck owned and operated a sales, service, auto body and parts facility specializing in Saabs.



Larry Goes to Sweden Cont'd

One more thing from Larry West:

While I travel to Sweden mostly for Saab events and to catch up with friends, there is so much to see and do around the country.

Stockholm: "The Capital of Scandinavia" as it is sometimes – and controversially – known, is a beautiful city located on fourteen islands where Lake Mälaren meets the Stockholm archipelago and the Baltic Sea. If you land here to start your Swedish adventure, the various hop-on hop-off busses and boat tours will let you see a lot of the city while recovering from your flight.

A must-see list should include the Vasa Museum, where a 17th century warship that sank on her maiden voyage is preserved, after being raised from the Baltic in 1961; Stockholm City Hall, where the Nobel banquet is held; Skansen, one of the world's first open-air museums where you can see what life was like in Sweden in the 1700s; and right nearby, you Mamma Mia! fans can take in ABBA: The Museum, located at the Swedish Music Hall of Fame.

I also highly recommend a boat excursion out to the Stockholm Archipelago, the small islands east of Stockholm where many Stockholmers spend their weekends and holidays. Breathtakingly beautiful.

On this trip, we were also able to visit two of Sweden's Naturums. A Naturum is similar to a wildlife refuge or natural area here in the states. Naturum Tåkern is south of Vadstena, and is a resting and nesting place for a variety of migratory birds. Naturum Hornborgasjön, also a stopover for migrating birds, is well known for the thousands of Common Cranes which gather in the thousands to eat and dance.



One more picture from the gathering at Vadstena.

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.

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F: 570.675.7914

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F: 802.658.0025

Other:

Covers Direct 10% Discount on Parts
2030 Highway 11 West, Chesnee, SC 29323
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You don't have to be a great writer - just get it down on paper or your computer and send it in. Photographs are also welcome. Story ideas include interesting information about your car, upgrades and modifications, historical highlights and human interest, among others.

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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

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NYIAS 2017

By George McElhinney

A little background for those readers who have never had the opportunity to attend a trade show on a scale of NYC proportions. The Jacob Javits Center has 840,000 square feet of exhibit space and 102 meeting rooms - it's big, really really big ... and tall. They will hang a car from the ceiling and if it's not properly illuminated you can walk right under said car and not even notice it. BIG!

So when one attends a trade show, such as the New York International Auto Show (NYIAS), one does a lot of walking amongst endless throngs of people all vying to get up front for the best view. Lots of jostling, lots of flash and dazzle and pretty girls in skimpy clothes and tall young men in smart glasses. It's a big production, sensory overload, and btw - try not to trip over the teamster who is still wiring up the exhibits a day after the show has begun.

So, bearing all that in mind, here are some miscellaneous notes of things automotive that managed to catch my attention at the 2017 NYIAS.

Ford - first impression, they're losing focus and falling behind.

The touch screens in the vehicles are slow, annoyingly slow. Where is FM radio? I found radio, I found AM, I found volume and station scan, but gave up before ever finding how to switch over to FM band. I own and drive a recent Ford; in theory I understand Ford logic, but darned if I could reach my destination (FM radio) in any of the Fords.

Lincoln, not to be undone, hides the glove box release... on the center stack. Why is this better than in the center of the glove box door? And whatever point Ford was trying to make by surprising patrons with a shot of air to the face was completely lost on me and annoyed me enough to dismiss Ford and move on to another manufacturer.

VW - When is the new electric Golf coming? "2nd 1/4 of 2017" (unless it's delayed a few more times...).

Tiguan - has been redesigned for the American market, now with a longer wheelbase. But as the old Tiguan (short wheelbase) has been selling so well they will continue to sell that, "side by side." Reminds me of a day when Saab sold old and new side by side.

Chevy Colorado - the only thing that stood out to me, it's really easy to find FM radio! This truck was as expected with what and where meeting

expectations. It's nice when a tool just works.

Kia - I attended the show looking forward to seeing in person the heavily marketed Kia Niro. A small CUV with MPG ratings of 52 highway, 49 city, and 50 combined. I want to see and touch this unicorn.

And touch it I did... and the seats felt cheap to sit in and the interior felt very cocoon-like, and the shifter knob just always seemed to be in the way, and the feel of the door opening and closing was simply "off" - something just wasn't right which made me wonder what my mechanic would find "off" under the hood. I like the fuel economy, but I left thinking that this is definitely a vehicle you lease, but absolutely do not purchase to own. BTW, turns out Kia has a whole bunch of plug-in options and hybrids - I had no idea which is sad as they've spent millions making the public aware of these opportunities.

KIA - Niro plug-in and hybrid available Nov. 2017. Soul EV available now.



What's a basketball hoop doing in a car? Oh wait, it's a cup holder. Photographs by Seth D. Bengelsdorf.

Mazda CX9 - There's no place flat to put stuff in the front. Right now I am writing this in the driver's seat of my car - front row as office space. Office can't happen in a CX9.

The shifter kept being in the way. There's something happening in cockpit design in 2017 that I kept finding shifters to be "in the way." At this point they might as well just put gear selection into the touch screen and be rid of the knob/lever/buttons.

The third row up makes the trunk pretty useless - but if you have that many people traveling don't you have stuff with them? The second row seating



Not a Saab idea. Not a good idea, but not a Saab idea.

was very heavy to adjust. The interior was dark and gloomy. It took a rocket scientist to figure out how to put down the third row seating.

Everyone has electric or has electric coming. They all wanted to be sure the press knew about their electric future. Although Honda had a fuel cell vehicle on display with a window in the back seat and matching window in the trunk lid so you can (literally) see through the trunk. "Yo - Honda, check out this new backup camera technology!" LOL.



The cutest little police cars!

As an addendum, I attended a Porsche reception shortly after the NYIAS. Still in the journalist mindset, I thought I'd share what I noted.

Macan - (as an attendee pointed out to me) many different body line thicknesses - not a build quality issue, rather a design issue

Panamera - rattly roof rails and I bumped my head



The starting point for what could have been Saabs next version of its convertible.

getting out of the back seat. Style over function.

Doors - Porsche has some new door technology, Open the door to a point and let go. Now to move the door more (open a little more, or close it) you must be committed, serious, and have eaten your spinach. It's a real B*TCH to get those doors moving again. Great - the wind won't grab them from you, but the grandkids sure won't be able to close them.

From the pages of Automotive News magazine - 10 April, 2017.

The following are some excerpts from the complimentary issue you would have gotten if you could have attended, information I found relevant to above or simply interesting.

(pg 46) Nissan's lead in E.V.'s will be critical. New Leaf by end of 2017 (current range 107 miles). By 2020 vehicles will have a 300-mile range per charge. Electric vehicles will proliferate between 2020/2025.

(pg 24) Honda Clarity line (fuel cell vehicles). PHEV- 40 mile range --> gas. EV- 80 mile range then over to gas.

Crossover sales: 6 month average, 1 in 3 light vehicles sold is a CUV.

- Apr - Sep 2016 31.8% of sales
- Oct 2016 - Mar 2017 34.1% sales
- 1st 1/4 2017 - 33.9% sales
- 2012 - 2016 crossover sales + 58%
- 2012 - 2016 car sales - 7.8%.

And that, my friends, is the quick tour of the 2017 NYIAS. I hope you enjoyed.



NEVS starts City Mobility Pilot with new 9-3 series in Tianjin

Swedish-based mobility company NEVS launches a city mobility pilot program with support from Tianjin Binhai Hi-tech Industrial Development Area (THT).

The program offers car-sharing and ride hailing solutions in Tianjin city, with 15 million inhabitants. The users will get access to all NEVS 9-3 EV series. With this green technology collaboration, the ambition is to pave the way for a new type of mobility solutions for modern and sustainable cities.

NEVS will provide both electric vehicles and mobility services in this program with the new 9-3 electric vehicles.

THT, where NEVS joint venture factory and R&D are located, is one of the first Chinese national Hi-tech industrial parks. In recent years, by attracting the innovative forerunners, leading projects and international brands, THT has established itself as a role model for the high-end industrial clusters, becoming an important base for domestic science and technology development.

“We are excited by this great opportunity to develop smart, sustainable mobility solutions together with a progressive city as Tianjin, and develop them in full scale with real people in real life situations, with the vision to create a future integrated urban mobility solution”, says Mattias Bergman, President at NEVS.

To extend the EV product portfolio for future mobility programs and fulfill the increasing demand for SUVs from the Chinese market, NEVS now also launches a brand new model: NEVS 9-3X SUV.

On June 7th – 9th, NEVS will display a concept of the new 9-3 series and visualize more of its future vision at CES Asia in Shanghai.

FEATURES, the new NEVS 9-3 series:

The new NEVS 9-3 series offer a high level of smart technology to enhance the in-car experience, such as WiFi hotspot, over-the-air software updates and battery management by smart-phone.

The new NEVS 9-3 series also offers a world-class filter of cabin air, “Always Clean Air Cabin” (ACAC),

with a filter efficiency up to 99%. It takes less than a minute to reduce the hazardous particle levels for PM 2.5 from 500 to 50 µg/m³.

The new NEVS 9-3 series are based on more than 70 years of Saab Automobile engineering experience. This is mirrored by the outstanding driving and riding experience through low center of gravity with smart suspension geometry and tuning.

The Swedish heritage shown in both design, high safety and quality standards.

The new NEVS 9-3 series has already passed through rigorous comfort, ride and handling testing and will be launched to the market during 2018.

There are already more than 150'000 9-3 vehicles ordered, from different Chinese companies.



NEVS' Tianjin Joint Venture cooperates with Microsoft on car connectivity

With the vision in shaping for a more sustainable future, Sweden based mobility provider NEVS participated in CES Asia 2017, unveiling In-Motion concept of the future urban mobility solutions. As an important step already now to achieve the vision, NEVS' Tianjin Joint Venture NNEV (National New Energy Vehicle Co.,Ltd) announced that they will adopt Microsoft's advanced Cloud technology to power NEVS' mobility solutions globally.

The partnership will aim to enhance the in-car experience of NEVS products and service with Microsoft's forefront technology in connectivity and will lay a solid foundation for NEVS' future improvements on the offers.

"Microsoft, with their very rich knowledge and experience in the digital services will play an important role in NEVS transformation from an electric vehicle manufacturer to a mobility service provider. We look forward to a more in-depth cooperation in areas such as car connectivity, cloud computing, and artificial intelligence to create more possibilities in the new energy vehicle industries", says Mattias Bergman, President of NEVS.

"The fourth industrial revolution represented by the digital transformation has created unprecedented opportunities and challenges. A series of technical innovation such as cloud computing, big data, car connectivity and artificial intelligence is leading a new round of technological and industrial revolution. Microsoft has been paying close attention to the development and demand of the new energy vehicle, car connectivity and sustainable mobility solutions. It is our honor to join the cooperation. We will fully support the establishment of NNEV's digitalization and information platform, and aim to build jointly a national level R&D center and a new energy vehicle production base to stay aligned with China's development strategy in the new emerging industries, and the energy-saving and environmental sector," says Alain Crozier, Chairman and CEO of Microsoft Greater China Region.

NEVS presents InMotion Concept

At the technology show CES Asia in Shanghai, NEVS displays the new InMotion Concept for the very first time.

This is not a normal car - it's a vision on how we in the future can travel safe and efficiently through a big city, without owning the car - and without a driver.

All the flexible high tech features in the InMotion Concept makes this journey a very pleasant one, no matter if you are working, resting or going with your friends.

The NEVS InMotion concept has been created as a vision for level 5 autonomous vehicle, where the interior will be adapted for what the passengers need it for. Flexibility is a key word for InMotion.

The flexible interior makes it possible for everyone to use InMotion according to the current needs.

Whether you are going to work, are having a business meeting or just socializing with friends or family. This is a vehicle with many different ways of usage.

What differentiates InMotion from other mass transport solutions is that it's always individually adapted. InMotion means comfort in a personal environment.

Upon arrival, InMotion will welcome the customer and prepare the interior space according to the personal needs. Occupants only enter and exit the vehicle from the side of the curb to increase safety.

"This design is starting from an interior perspective, with the intention of showing how people can add quality to their lives by filling the time of travelling with value, and not wasting it by being stuck behind the wheel, sometimes for hours just to get across the downtown areas. This is why we are displaying this flexible and very user friendly concept. This is unique compared to others", says Jonas Hernqvist, Vice President of Sales & Marketing at NEVS.

NEVS launches Opportunities InMotion at CES in Shanghai

NEVS launched an extensive pilot project to develop city mobility solutions in cooperation with Tianjin THT (Tianjin Binhai High-Tech Zone). The ambition is to build up an innovation cluster with pioneering green technologies that benefits the city and its more than 15 million citizens.

At CES, NEVS two new electric cars, 9-3 Sedan and 9-3X (SUV) are also on display for the first time. These concept cars are developed in Sweden, and will be built in NEVS' plants.

It is likely that NEVS new InMotion concept will create even more attention, The InMotion vehicle is NEVS' vision of how flexible transportations in a megacity could be in the future.

As a step towards making NEVS vision of the future come true, the company has signed an agreement with on car connectivity Microsoft China, the leading global player for connected services.

"We are very excited to work together with a partner with whom we share the vision of a more sustainable future. It's a partnership that will enable groundbreaking solutions that really shape the future of mobility," says Mattias Bergman, President of NEVS.

Through a Windscreen Darkly Contd

Bible belt dealers because folks in those areas hated the Dart Demon, with its cartoon character devil, complete with pitchfork. I really have to wonder what these folks would say if they saw the insignia for the Challenger Demon, which looks like it was summoned from a nightmare. I asked the Chrysler rep how long he thought it would take before the protests started anew.....he didn't have a good answer for me.

From Dodge, we went over to Hyundai to see the Ioniq. I liked the styling of the car, and the EPA rating was impressive. The Ioniq proves that you can own a hybrid without being a sanctimonious prat or being struck blind by ugliness.

We sampled the Kia Stinger.....allegedly aimed at Saab people. I was completely underwhelmed by what was essentially an Optima hatchback. I've never been a big fan of the Optima in particular or Kias in general, and I seriously doubt that a Stinger would find its way into the driveway, even if Kia was giving them away.

Over at Honda, hybrids and fuel cells were taking over in the guise of the Civic based Clarity. The newest Ridgeline was out.....still looking like a Pilot that had been attacked by a Sawzall.

Alfa Romeo was in attendance this year. The 4C was an attention getter, the Guilia a letdown. The Guilia looked faintly Chrysler 200-like. The Stelvio crossover caught Seth's eye....I think he sat in every Stelvio on the floor.

I dragged everyone over to the Mercedes stand because I really wanted to see the C Coupes. The base and C63 were there and there was a new Maybach in residence..... the S650 Maybach convertible was, from what I got from the Benz rep, the top of the line S with even more stuff thrown into it. Benz is making 1000 of them.....with the bulk of them coming here. The price of the car is well over \$200,000, with every single option that Benz offers as standard. I think the only thing that doesn't come with the car is a chauffeur.

We wandered over to Volvo because there was a rumour that they would be serving lunch. The rumour turned out to be just that.....some small bites were being passed around. George looked at one plate that was coming through and remarked that the stuff being offered looked like shredded moose. We passed and went downstairs to the cafeteria for lunch.

After lunch, we went down to look at the trucks. No longer are pickup trucks cheap transportation

alternatives; I caught the sticker on a new Ram and almost lost my lunch.....the truck was out the door for a cool \$68,000. Yikes! Fords were almost as expensive...we didn't see an F series for less than \$40,000.



All photographs by the author.

Benz always has a Gelandewagen on display, and this year was no different. They brought over a G65, the AMG version of the stylish tank. This one was painted a flat olive drab.....and the colour and paint cost extra....why I do not know. Maybe the paint deflects radar or evades speed cameras. I hope it's functional, because it wasn't attractive. What was attractive was the V12 under the hood. This makes it one very quick tank. The V12 more than makes up for the ugly paint and weird brown interior.

We sampled some tiny houses on display across from the trucks. These houses make an average Airstream trailer look like a mansion. If you are over 5'6", you will likely spend most of your time concussed, as there was not a lot of room, head or otherwise, in these houses.

After getting out of the claustrophobia inducing tiny houses, we headed back to Grand Central, happy that we had enjoyed a full day of cars, trucks and being with friends.

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



SOC 2017

SOC17 Registration Packages		Linear	Arc	Aero	Carlsson
		\$269	\$349	\$479	\$579
Thursday	Sponsor Appreciation Dinner	optional (+\$64)	optional (+\$64)	✓	✓
Friday	Breakfast	-	-	✓	✓
Friday	Lunch	-	✓	✓	✓
Friday	Welcome Dinner	✓	✓	✓	✓
Saturday	Breakfast	-	-	✓	✓
Saturday	Lunch	-	✓	✓	✓
Saturday	Awards Dinner	✓	✓	✓	✓
Sunday	Breakfast	-	-	✓	✓
	Room upgrade to Sheraton Club	-	-	-	✓

Every full registration includes:

- Friday Welcome Dinner
- Saturday Awards Dinner
- Other meals (varying by package)
- ID badge and admittance to:
 - Conference Center hall
 - show field (parking lot)
 - meetings/sessions
 - vendor exhibits
 - parts swap area
 - car wash area
 - Benefit Auction
- Official event logo items:
 - t-shirt
 - collector's lapel pin
 - commemorative sticker
- Rally plate with number and entry form for People's Choice or Concours de Saab competitions
- Ballot for People's Choice competition
- Gooey bag of assorted free stuff

Every day pass includes:

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 - Conference Center hall
 - show field (parking lot)
 - meetings/sessions
 - vendor exhibits
 - parts swap area
 - car wash area
 - Benefit Auction
- Official event logo items:
 - t-shirt (2-day pass only)
 - collector's lapel pin
 - commemorative sticker
- Rally plate with number and entry form for People's Choice or Concours de Saab competitions
- Ballot for People's Choice competition
- Gooey bag of assorted free stuff



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

The car season is beginning in full swing. After attending a few small gatherings and teaming up with some friends to help "wake up" some cars for the season, I attended the Carlisle show on May 19-20th, hosted by Saabs@Carlisle. With over 200 cars registered, plus more Saabs scattered around the lawn, it was a fun show with so many models represented. Everything from the 2-stroke 93's and Sonetts all the way up to the newest 9-4x and 9-5 models, it was a great time to connect with old friends and make a few new ones as well.



I drove down in the 1982 900 Turbo that I purchased last September, and it ran the 400 plus mile trip flawlessly. I was honored to win first place, and as I said at the show: "I'm not only Saab Club President, I am also a client," because my car would not have been able to get into the condition that it was without the help of dedicated Saab mechanics and the continued availability of vital parts that are necessary to keep these wonderful machines on the road. Saab owners care about preserving their cars for future generations, and nobody demonstrates that desire more than Tom Donney.

As Tom's Saab collection grew over the years, he began to feel like a caretaker rather than an owner of some of the most well-preserved Saabs in existence, and that feeling motivated him to find a location where the cars could be stored, showcased and shared with others. I am pleased to announce that Tom and Patti Donney have just signed an agreement to purchase 7 acres along with a 38,000 sq. ft. facility in Sturgis, SD, to house the Saab Heritage Museum USA. (See story on page 17.)

The Saab Club of North America, Inc.

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Jim Hickstein, Treasurer
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The Saab Owners' Convention
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www.Saabconvention.com

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On behalf of SCNA, I would like to congratulate Tom and Patti, and I invite you to SOC in August where they will share more details about the establishment of the first museum in the United States dedicated specifically to the Saab brand.

Respectfully,

Sanford Bogage
President, SCNA





SAABs@Carlisle
Find your own show: **2017**

Hosted By
CENTRAL PENN
SAAB CLUB

May 19th, 20th and 21st 2017
Carlisle Fairgrounds
Carlisle, Pennsylvania

Thank you to all attendees, sponsors and volunteers for making this year's SAABs@Carlisle the best yet. It's hard to believe more than 15 years have passed since we began this tradition, but your enthusiasm for SAABs and for the event keeps everything going strong.

Registered 2017 attendees will receive an email in the next few days asking for help in completing a very brief survey. Please provide feedback so that we can continue to evolve and improve, and if you're thinking of anything else over the next year you can always contact us through centralpennsaabclub.com.

Results from People's Choice and Competition of Colors will be listed on our website in the near future, and we'll continue to offer tent parking to a select group of winners.

209 SAABs on the showfield, giving us yet another Club Participation award. While we were at it, we also brought home another Coolest Club award.

Second place was Volvospeed with 84 cars, and third was The Audi Club with 53. Next year could be our hardest year in over a decade as all three Volvo groups have begun talks of uniting under the "Volvos at Carlisle" name to take a run at our title. They may lack originality, but they have plenty of cars.

102 toys collected and \$934 raised for Toys For Tots.



Saab Clubs News Cont'd

I made an early pass through the field but contrary to the NWS forecast it was cold and windy with a spitting rain so I put my camera away early, likely missing some late arrivals. Highlights were the 95 woody and (for me) the Glacier Blue '66 96, matching my first Saab in year and color. It also was the first time I've seen a trunk-mounted luggage rack on a C900 CV. - Thor Carlson



Photographs by Thor Carlson.



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

2007 9-3 Sport Combi Aero.

Color: Black - Trans: Automatic - Mileage: 117,xxx - Price: \$7,800. Equipped with a 2.8L Turbocharged V6 DOHC 24V 250HP DOHC VVTI Engine, 6-Speed Aisin AUTOMATIC Transmission, Cold Weather Package - HEATED driver and passenger seat; High pressure headlight cleaners; Power MOONROOF, Rain Sensing Wipers, Bucket Seats, Dual Power Seats, Power Heated Mirrors, Keyless Entry System, Rear Window Defroster, AM/FM/CD Changer Audio System, 17 Inch Alloy Wheels, Immobilizer, Tachometer, Trip Computer, Stability Control, Traction Control, 4-Wheel ABS, Driver and Passenger Airbags, Front and Rear Head Airbags, Front Side Airbags, Anti-Theft Alarm System, Leather Seats, Rear Split Bench Seat, Audio Steering Wheel Controls, Front and Rear fog lights, Cruise Control, Power Steering, Remote Trunk Release, Tilt and Telescopic Steering Wheel, Leather Shift Knob Trim, Leather Steering Wheel Trim, Intermittent Windshield Wipers, Power Windows, Power Door Locks, Daytime Running Lights. All new tires less than 2K miles on them. Mechanically sound and very powerful and smooth engine. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6138> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#17051246341dchan> Contact: Donald Chan, Charlottesville, VA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17051246341dchan> Phone: (434) 390-5305.

2004 9-5 Aero Sportcombi.

Color: Red - Trans: Automatic - Mileage: 29,000 - Price: \$5995 Super Rare 2004 9-5 Aero Wagon finished in bright red over charcoal grey leather interior. Car is VERY fast with great mpg, in immaculate shape and has every single option Saab offered in 2004 including ventilated seats. Car is a blast to drive, has been maintained at Jim Ellis Saab in Atlanta, Ga. Their lead Saab mechanic knows this car inside and out. In the last 6 months, the following work has been done to the car: Brand-new tires and brakes on all four wheels, brand-new air conditioning system with compressor and all other components, and new rebuilt motor with guaranteed 79,000 miles on replacement engine. Car can be driven anywhere and is extremely dependable. Nothing is needed to make this car perfect. All books and records come with this car. I hate to sell, but it is a 5th car that's not getting driven as often as I want. Car can be seen in either Atlanta, Ga. or Highlands, NC. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6149> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17060505441dvano> Contact: Doug Vanorsdall, Atlanta GA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17060505441dvano> Phone: 678-914-6900.

1991 900S Convertible.

Color: Black - Trans: Automatic - Mileage: 14,950 - Price: \$15,000 OBO/Trade 14,950 actual miles. One owner, summer car. You are not going to find a car with lower original miles. Highly desirable color combo with black body, black cloth top and tan leather interior. She was driven summers only, always garage kept and stored at LI summer house. Professionally maintained. It is mechanically a "10", interior a "9.5", body "9.5". It's what you would expect from a 1991 vehicle that is garaged with less than 15k miles. This is truly a preserved time capsule. Everything operates as new. Open for trades (68-69 Camaros, 70 Chevelle or older, any kind of interesting muscle car/rat rods). Also open to a project car... Open to 4 Wheel-drive vehicles. More pictures upon request. Call or text for add'l info. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#17030825141dmcccl> Contact: David McClure, Lindenhurst, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17030825141dmcccl> Phone: 631-671-9965.

DVDs for Sale!

1) This how-to "Saab Brakes" video was created during a New Jersey Saab Owner's meeting at the Saab Technical Training Facility and is led by John Moss, Saab's Technical Training Master Mechanic. Nearly FOUR HOURS of NTSC video on two DVDs leads you through many of the questions and answers as every brake system Saab ever manufactured is discussed - hands on - from the start to 2000! Just \$55.00 (includes USA shipping) for the "Saab Brakes" DVD!

2) Nearly TWO HOURS of NTSC video leads you through many of the ins and outs of the 5-speed transmission used in the Saab 900. Just \$30.00 (includes USA shipping) for the "900 5-speed Tear Down" DVD!

3) This one-hour DVD deals mostly with Saab's electrical systems, up to the 9-5. Just \$30.00 (includes USA shipping) for the "Final Tech Session" DVD!

4) The history of the car that came before the Saab Sonett, recorded at the 2000 Saab

Owners' Convention. This 45-minute video had been unavailable due to the massive amount of background bass hum that was present in the audio. My Mac seems to have removed most of it, so now the audio commentary is intelligible. Hosted by Dave Hosmer, the video also features Ralph Millet (Saab's first president in the U.S.) and Bud Clark. Just \$30.00!

Send check or money order, made out to "SB Productions LLC" to: Seth D. Bengelsdorf
30 Puritan Drive
Port Chester, NY 10573

Wanted

Looking for a 1987-1993 Saab sedan. I can live with the need to fix mechanical issues much more than rust, unless that is minor. The car need not be near me, as I will likely want the car inspected before I purchase it. It will be garaged and well cared-for. Contact: Andrew Knott, Cheshire CT
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=170604andre>
Phone: 203-271-3031.

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. 900 shop manual, \$35. 900 (1979-1998, please specify year) service manuals, \$15 - \$48. Earlier models also available. See www.books4cars.com or call 206-721-3077 or toll free 888-380-9277. Alex Voss, 4850 37th Ave So, Seattle, WA, 98118.

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OR: Go to Saabclub.com, click on the Saab Club logo on the right (where it says "Click Here to Join or Renew")

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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:

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