

# Nines

The Saab Club of North America Magazine

SEPTEMBER/OCTOBER 2017 #349



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### Editor's Notes:

#### NEW NINES ADDRESSES:

Close watchers of this Editor's Notes section will remember that we are moving. Well, we HAVE moved! The new mailing address is:

1729 Lynnville Trail  
Austin TX 78727

Email is 1sbprods@gmail.com or sethbengelsdorf@mac.com. The old Optimum email is no longer! Please update the current contact information.

The front cover photograph is from an article about a well-known performance company working to improve Saabs. The photograph is of MapTun's roto tuning lab. See more photographs and read the story on page 29. The photograph is by Daniel Cahill,

**Editor's Notes continues on page 4.**

## Editor's Notes cont'd

Having sold my 2002 9-5 Aero SportCombi to a Saab enthusiast prior to the move south, I picked up a 2008 9-3 Convertible after looking around for a few weeks. I'm still in the process of getting used to the car, but it has surprised me with its cargo capacity - it's not a 9-5 Sportcombi, no, but still has that Saab ability to consume luggage - at least with the top up! And top-down drives in the hills of Austin at night are a delight!

There are more Saabs down here in central Texas than I might have expected, but I am hoping to see even more at the Saab Owners' Convention 2017 in California. The needs of publishing being what they are, this is being written before the SOC takes place, and you are reading it after the SOC has come to a close. I do hope everyone had a great time being there and returned home safely. There is one piece of news I am expecting to impart at the meeting, and I would like to reiterate it now.

As your humble editor and publisher, it has been my honor to shepherd this publication for more than 13 years. When I first took over this enterprise, I was most concerned about having the magazine come out on a predictable schedule. I'm proud to say that in those 13 years, I've never missed a publication date.

But something has changed in those 13 years - cost. The costs to publish and mail a print magazine have increased. I have never increased the cost to the membership, and I hope I never do, but I do need to acknowledge the realities.

So I am changing the publication frequency of *NINES* starting with the first issue of 2018.

**Editor's Notes continues on page 25.**



*From this (top) to this (bottom.) Change is good! All photographs by Seth D. Bengelsdorf.*



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**NINES**  
**1729 Lynnville Trail**  
**Austin, TX 78727**  
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# Letters

## Thanks!

As long as you are fiddling with my folder, you should know that since 2012 I drive a 2004 Saab 9-5 station wagon (dark silver, beige interior) Arc w/135,600 miles on it. Many upgrades, of course... Aero fascia and seats (second set), map tuned, 16" Aero wheels, etc. Very nice car, and serviced well by Volvo Village in Boston, whose owner also owned Charles River Saab and moved that operation over to VV when Saab NA closed down. I had rust in dog-legs behind rear doors fixed and will drive it until the wheels fall off as there is virtually no resale value compared to the \$\$\$ invested.

Dick Brickley  
Newport, RI

## Egads!

What is all this defeatist resignation? Buying some other car? Some defective, ersatz, pseudo substitute, sham, surrogate pretender other than a Saab! Even the (USA NOT the UK!) Saab Club magazine is stuffed full of that conspiratorial, turncoat, apostate, backslider, defector, nonsense! What else OTHER car people could should do, did get! Seriously?

Yes, friends, evil, invidious anti-Saab propaganda! Shocking, I know! We should NOT expect to read such vile dribble there! Egads! Is nothing sacred? The very organ that should be our finest, strongest advocate, a stalwart defender of the Saab faith and faithful! It's as if the NRA was advocating slingshots! (And please don't say it was good enough against Goliath! This is no bible story!)

Yea, verily, I say unto you! Very disappointing, depressing, maddening! This quisling-like surrender is WAAAAAYYYYY too soon! Have we become the nattering nabobs of negativism? NO! RESIST! Have we become overcome with a traducing treasonist epidemic of Stockholm syndrome-like acquiescence? NO! There are plenty of still fine and even low(ER) mile Saabs available, BUY one ! (And they can be closely found! A mere finger click away from this ranting futile missive.) And there are a plenteous, proliferation, Virtual Heaps of used and new parts! So FIGHT Saabistas, fight! "We shall fight on the beaches, we shall fight on the landing grounds, we shall fight in the fields and in the streets, we shall fight in the hills; we shall never surrender! Never give in - never, never, never, never, in nothing great or small, large or petty, never give in except to convictions of honour and good sense," ( Winston Churchill)

Do not go gentle into that good night, Old age and Saabs should burn fuel and rave at close of day; Rage, rage against the dying of the Saab headlight!

Neil Dale  
Tucson, AZ



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# From the Archives

**By Bruce Harbison**

*10 years can be a long time in anyone's universe, but with Saab it seems like a lifetime ago. This time we will look at Saab News from NINES issue number 285 from January/February 2007.*

## Saab News

The Saab 9-3 Sport Sedan has earned the 2007 Insurance Institute for Highway Safety's Top Safety Pick Award in the mid-size car category. This is the 3rd consecutive year that Saab has driven away from this American competition with top honors. For 2006 the 9-3 earned the Top Safety Pick--Gold Award and received a Double Best Pick crash test rating for 2005. The 2007 Saab 9-3 Sport Sedan was awarded the designation amid toughening criteria.

The Institute rates vehicles good, acceptable, marginal, or poor based on performance and high-speed front and side crash tests plus evaluations of seat/head restraints for protection against neck injuries. Winning vehicles must earn good ratings in all three of the previously described tests and, new for 2007, vehicles must also offer electronic stability control. Adrian Lund, IIHS president admits that with the added criteria it is tougher to win, however it was added to the overall goal to encourage more vehicle safety improvements.

"This is the Saab 9-3's 2nd year to receive the IIHS Top Safety Pick award," said Adrian Lund, president of the IIHS. "Considering the criteria are tougher this year than last, the 9-3's accomplishment is impressive."

IIHS is a nonprofit research and communications organization funded by auto insurers. The Institute's research focuses on countermeasures aimed at all three factors in motor vehicle crashes (human, vehicular, and environmental) and interventions that can occur before, during, and after crashes losses.

## Saab Biopower Flex-Fuel Vehicles are on the Way!

PARIS -- Saab automobiles 9-5 Biopower flex-fuel vehicles, which have proven highly successful in Sweden and other parts of Europe, "definitely" are destined for the North American market, says General Motors Corporation. Vice Chairman Bob Lutz, who oversees global product development, made the promise in an interview at the Paris Auto Show, but did not provide specifics on when the turbocharged vehicles that run on E85 (85% ethanol/15% gasoline) will be available in the US. The automaker could decide to debut E85 capability on the volume Saab 9-3 before the 9-5 for North America. Saab introduced

a 2.0t Biopower model of the 9-5 last year in Sweden, followed this year by the Saab 9-5 2.3t Biopower performance sedan and wagon for Scandinavia, the UK and Ireland, with other European countries to follow. Saab's Biopower flex-fuel vehicles are proving a huge hit in Sweden, where the 2.0L 9-5 quickly established itself as Saab's best-selling environmentally friendly vehicle. About 80% of 9-5s sold in Sweden use E85, and they are gaining traction in other countries says Carl-Peter Forster, President-General Motors Europe. The vehicles not only have fewer emissions using an ethanol blend, but the Biopower versions of the turbocharged 2.0 L and 2.3 L engines have been calibrated for 15%-20% more power when running on ethanol compared with gasoline, he says. Through September, Saab says it has sold 7700 Biopower 9-5 models. The automaker now forecasts sales of 10,000, double its initial projections. Forster says the Biopower line is "exactly what we need for Saab" and perfect for its brand image. The flex-fuel vehicles have helped boost total Saab sales in Europe 20% from last year, Forster says, with more growth projected as the 2.3L Turbo Biopower engine rolls out in eight European





## From the Archives cont'd

countries with reduced emissions and increased power. The 9-5 Biopower is especially popular in Sweden where the government gives a tax exemption for renewable fuels such as ethanol, biogas and biodiesel. "Clean" vehicles enjoy free residential parking, Forster says, and government has also mandated any service station above a certain size (based on volume sold) must provide a renewable fuel, so there are many E85 pumps, resulting in a good distribution network for the fuel. While Lutz enthuses over the potential of E85, he is much less effusive on the future of diesels for the US, given the need to meet Bin 5 requirements for emissions next year that he describes as "six times" more stringent than Euro 5 regulations. He also bemoans the loss of fuel economy from after-treatment measures to reduce particulate matter and oxides of nitrogen. Cost remains an obstacle, adding another \$2000 to the already high premium for a diesel engine. "So it is double to triple the cost of today's cars," Lutz says, making it all but impossible to break even at today's diesel prices.

## Saab Celebrates Diamond Anniversary with Special Editions

Saab is celebrating its diamond anniversary 2007 by introducing 2 special models that are sure to fly out of dealer showrooms--60th Anniversary Editions of its 9-5 and 9-3 models.

Taking cues from its Scandinavian birthplace, the 9-3 Sport Sedan, SportCombi and Convertible, and the 9-5 Aero Sedan and SportCombi 60th Anniversary Editions, will be offered with unique content--a glittering Ice Blue metallic exterior finish; dazzling 17-inch alloy wheels; solid black leather sports seats with gray inserts and embossed with "SAAB"; exotic dark walnut interior trim; and not to be outdone underfoot, black floor mats with gray binding detail. Additionally, the 9-3 2.0T Sport Sedan, SportCombi and convertible 60th Anniversary Editions include premium audio that features XM Satellite Radio and a 6-disc CD changer; dual-power front seats; and front fog lights. On the 9-5 Aero Sedan and SportCombi, the 60th Anniversary Editions include the Visibility Package, which consists of Saab Parking Assistance, rain-sensing wipers, xenon headlamps and auto-dimming outside mirrors.

"We are looking forward to leading Saab's 60-year anniversary celebration in the United States," Saab USA General Manager Jay Spenichian said "the 9-5 and 9-3 Anniversary Editions are a great way to mark the occasion, and they provide an excellent and a unique value to customers."

On August 23-26, 2007, Southeast Michigan will host the North American Saab Owners Convention, where we will continue the celebration.'

The 60th Anniversary Edition option will be available at Saab dealerships across the United States in early 2007. On the 9-3 Sport Sedan (MSRP: \$26,915), SportCombi (MSRP: \$27,915) and Convertible (MSRP: \$37,515), the 60th Anniversary Edition option is offered for a modest \$1825, which is nearly \$1000 less than its MSRP value of \$2823. On the 9-5 Sedan (MSRP: \$35,115) and SportCombi (MSRP: \$36,115), the 60th Anniversary Edition option is offered for \$1595, with an actual MSRP value of \$2245.

*Ice Blue, what a stunning color, and I hope that most of these cars are still being enjoyed by Saab enthusiasts after only 10 "short" years. Seth Bengelsdorf was Editor and Publisher of the original issue and the "Biopower" article is attributed to Alisa Priddle from WardsAutos.com.*





# Summer Daze

By John Kuhn Bleimaier

The serious concours season is upon us. Just inhale the magic. In addition to the ubiquitous cruise nights, as well as caffeine and car rendezvous, the automotive crème-de-la-crème is coalescing at various high-roller venues. In June I attended the Greenwich Concours d'Élégance and the Élégance at Hershey on back-to-back weekends. I am such an enthusiast jalopy junkie that I will only be overdosed if I slip into a classic car coma. I'm not there yet, but I am feeling a bit giddy.

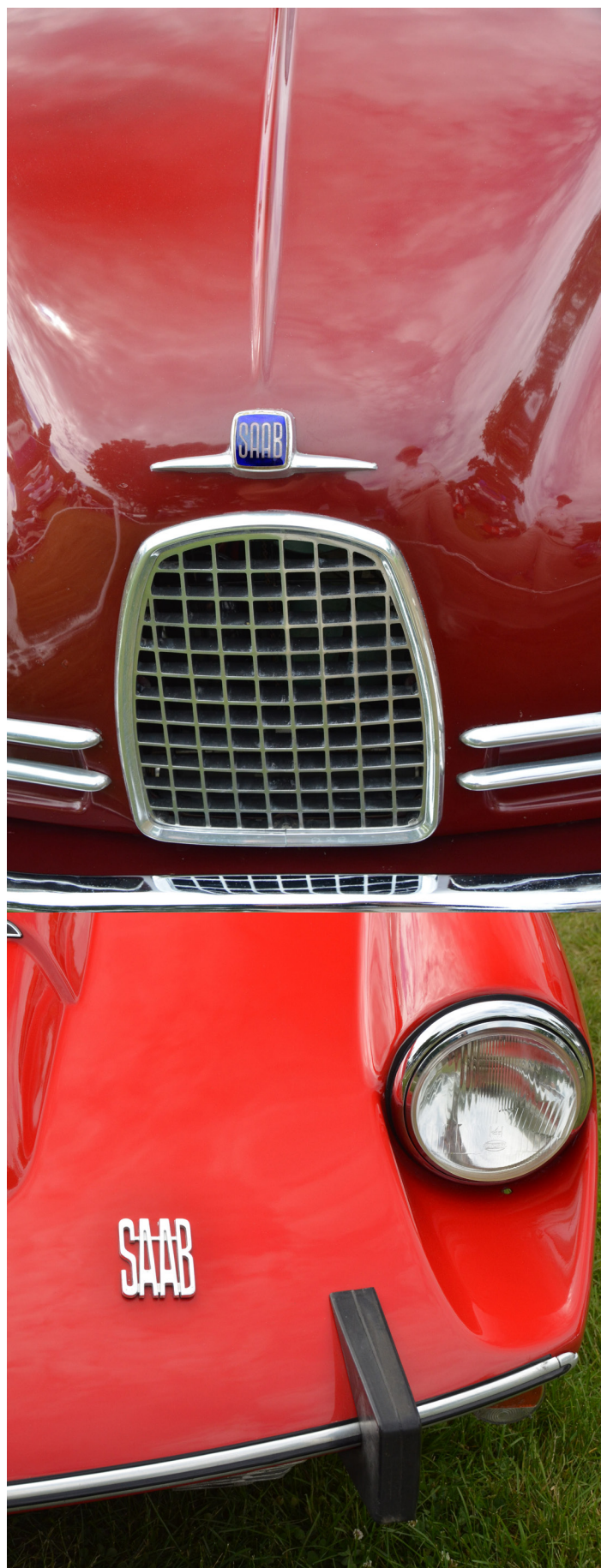


All Photographs by Marina Pushkareva.

The sight of a bunch of vintage Bugattis on the lawn overlooking Long Island Sound at Greenwich is like snorting angel dust. It's almost a hallucination, taking in the pure artistry of Ettore Bugatti, his son Jean, the craftsmen of old from Molsheim and associated Gallic coachbuilders. This is heady stuff.



But my vehicular drug of choice hails from Trollhättan, and I was not in for a downer. At Greenwich there were two sweet Saabs recumbent on the grass. The 1959 type 93 blew my mind. You see I just gotta mainline that two-stroke petrol-and-oil cocktail. I was utterly smashed. Then throw into the mix





## Summer Daze Cont'd



Bruce Turk's '67 Sonett and it was a trip to remember.

I had barely regained my senses upon coming back down from Connecticut, when it was time to be tripping off to Hershey. It wasn't the various byproducts of the cocoa flora that got me going to the candyman in central Pennsylvania. It was the crack exhaust note of vintage hill climb racers and the smooth draw of the trailer queen class. Just a snap, to weed out my first choice. The Saab 96 special piloted by Stefan Vapaa hit the sweet spot and I was hooked. There were no Swedish beauties at the Hershey car show itself. Absent a two-cycle ménage à trois cylindres, I personally found Jim Utaski's Maranello 4x3 to have smoked the opposition. I was in an ecstatic haze.

At the Hershey event renowned automotive artist and guru Tony Sikorski was showing some of his unique stuff, motorcar-themed sculptures... beyond cool, like a snow storm in the summertime. I turned out to be a buyer, for my personal stash.



I can scarcely weed out my experiences from two lost weekends of motorcar madness. Rather than rehash my journey in words, just turn on to Marina's psychedelic images. Let the good times roll.



# Saab Clubs News

**By Bill Trench**

In June the first Endless Mountains Vintage Saab Jamboree was held in northeast Pennsylvania. What a spectacular event it was! Great turn-out of vintage cars with a remarkable number of wagons and Jim's, Meg's and Evan's 92. The Snedeker family's hospitality, absolutely beautiful property, and gorgeous weather made it very special and I am confident that this event will continue to grow in popularity.

I understand that Ernest Durbin and his dad, who drove from Ohio, are going to set up a Go Fund Me account to help the Snedeckers recoup their expenses (so much appreciated) and I hope many will help out. It was clearly a lot of work on their part and we can help them defray the financial cost at least so keep an eye out for this opportunity.



*All photographs by the author.*



Saab Clubs News Cont'd



Saab Clubs News continues on page 14.



# Crossway Auto Center

This is the seventh 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.

Vermont has historically been a key proving ground for the winter attributes of Saab automobiles given the long winters and rolling hills. Even in 2017, certain pockets of the state still have a loyal Saab following. Examples are Brattleboro, Burlington, Woodstock and Montpelier. This is no accident since those towns are amongst the thirteen locations of authorized Vermont Saab sales and service dealerships which existed in 1975.

Montpelier had a dealership on Route 2 back in the day. That dealership closed by the 1980s and a new dealership located at 365 River Street opened. Brad Rouleau opened Crossway Motors as an exclusively Saab dealership in 1988. The dealership continued to meet the customer's needs with new and used cars, parts and service into the new century.

2009 was a hard year for the automobile industry and Saab was no exception. GM left Saab owners hanging until eventually Spyker purchased Saab and restarted production in 2010. Those years were tough on the staff of Crossway since for a while, warranty service was halted. Despite the stops and starts from 2009 forward, Mr. Rouleau continued to be the sole owner of the business until September 23, 2013. TJ Foster and half-brother Ryan Pierson purchased the dealership business at that time but Rouleau continues to own the building and the land on which it sits.

Ryan came on board as the Parts Manager about ten years prior to the 2013 purchase. He eventually became Parts, Service and General Manager. The establishment is an Official Saab Service Center. TJ started as a mechanic in about 2006. Later he worked in both Parts and Service; now he is the Sales Manager. TJ's first Saab was a 1999 9-5 Linear sedan five speed. Ryan's was a 2005 9-3 Arc five speed. The brothers are both in their 30s and it is encouraging to see the younger generation support those who continue to drive the marque.

Despite the changes that have occurred over the years and with NEVS not offering a date when new 9-3s will be exported to the United States, TJ feels blessed that Orio is here to provide parts, warranty service support and establish Saab authorized Service Centers. Some other automobile makes that have either left the U.S. market or ceased to function at

all have left no organization to support existing car owners. At this point, for the most part, Saab parts are readily available - at least for cars made since 1999.



The showroom of the dealership maintains an appearance very similar to the days when it sold new Saabs. There is a 9-3 convertible for sale on display and a few Saab car models in their original boxes, and Saab posters are prominent on the walls. I particularly liked the large poster by the door reading: "Waste Makes Haste. The Saab Turbo." Another one states: "When we put a turbine in an airplane, we turned it into a jet. When we put one in a car, we turned it into a Saab."



**The interior of the Crossway Auto dealership maintains the Saab focus. Photograph by author.**

Crossway sold about 110 cars last year and about 70% were Saabs. Their clientele continues to drive that part of the business. Many of those customers end up revisiting Crossway for service which is the bread and butter of the establishment. They estimate their service customer list at about 900 cars. Despite



## Crossway Auto Center Cont'd

it being six years since the cars were last imported, TJ is able to offer some young 2011 Saabs with mileage as low as about 25,000. At the time of the mid-July visit for this article, Crossway had three new-generation 9-5s, one original-generation 9-5 and a number of "current" generation 9-3 Sports Sedans. They recently sold a low-mileage 1992 900 convertible. They do sell and service other European makes including Mercedes-Benz and Volvo.



The above picture shows the front portion of the dealership and some of the cars for sale. Picture by the author.

While all Saab specialists are working against time and escalating car mileages, Crossway is making efforts to stem the rate of corrosion the cars see in Vermont. The Crossway Auto Center is the first Saab establishment that I have visited with stories of rust on current generation 9-3 Sport Sedans. It is not totally surprising since the dealership is located in central Vermont at the northernmost point this series has visited thus far. The state uses a particularly corrosive salt formulation which has attacked a couple of 9-3s located in the Crossway back lot. This is not something that I have seen in Massachusetts, Rhode Island or Connecticut. Crossway brings in a lot of used Saabs from the south and west to sell. Crossway offers a Protection Package with the cars sold which consist of a Rust-Corrosion Preventative Treatment, Exterior Paint and Clear Coat Protection, Wheel and Tire Wax Protectant, Exterior Window Pro-Grade Rain X and Headlight UV Protection and Sealer.

Because of the effects of road salt and driving

on dirt roads that are not uncommon in Vermont, Crossway does not see a lot of new-generation 900 and 9000 models in for service at their shop. They are an official Vermont inspection station.

Most of the Crossway staff are shown in the above picture supplied by Crossway. From left to right are Troy Pierson, Nick Constantine, TJ Foster, Mia Foster (the dog), Ryan Pierson, James Lynch ( head technician), and Nate Pinsonneault.

As in other geographic regions, many of the Saab owners are dedicated to the brand. A recent Crossway service customer had just under 300,000 miles on a 9-3S, another with an old-generation 9-3 racked up 425,000 miles and a 9-5 wagon passed the 300,000 mile mark. To aid the older models with a parts alternative, they have a few parts cars out back and two aisles of the parts department are devoted to used parts including front and rear light lenses.

Crossway Motors can be reached at 802-223-9580 or on-line at [crosswayautvt.com](http://crosswayautvt.com).

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



## Saab Clubs News Cont'd



**Photograph by Chuck Lage.**

On a recent Sunday, a huge gathering of Saab convertibles took place at the Rhinebeck Aerodrome, Rhinebeck NY. There was special parking on the airfield for all years of Saab convertibles.

The Rhinebeck Aerodrome was started over 50 years ago, by Cole Palen, and has become perhaps one of the largest collections of vintage aircraft in the world, many of which are still flying. Sundays feature the air show of aircraft from pre-1910, the World War I era, and up through the 1920's.

Special parking for non-convertible Saabs was provided across the road from the airfield.

### **By Thor Carlson**

Too bad if you didn't stop at the Rhinebeck Aerodrome for the "world's largest collection of Saab convertibles." Well maybe not, but around 40 CVs of all model years including I think 3 or 4 pristine '86's.

Even Jerry Danner flew out to drive his son's CV to the event. Anna and I took the biplane ride (in a 1929 New Standard D-25) before all the cars arrived. Fun airshow followed culminating in a dogfight between a 1917 Sopwith Cub and a Fokker Triplane. Fun!





Saab Clubs News Cont'd



*Jerry Danner's Rocky Mountain Saab Club held a similar event last year. Although Jerry flew out to New York to be part of the event, his club had a few more Saab convertibles in attendance near Red Rocks, Colorado. Above is the beauty shot from that event by Jeff Thomson.*



*Early entrants to the airfield on the left, interesting non-factory Pioneer upgrade on the right. All photographs by Thor Carlson except where noted.*



Saab Clubs News continues on page 36.



# Saab TakeOver Convoy



**By Allan E. Holmes**

You start planning for this annual event as soon as the last one is over. You look forward to seeing friends and fellow enthusiasts, at this venue, every year. You take months preparing your car inside and out, top to bottom and front to back. You start planning your vacation around it. You tell your boss to get used to your being out of the office for the entire third week in May, every year. The week of, the adrenaline is flowing to the point where you can't even sleep at night. The night before, you are like a first-time dad, who has been told to wait in the waiting room -- you can't keep still....Of course, I am talking about Saabs@Carlisle. Once you attend, it is like being bitten -- the Saab venom almost immediately circulates throughout your system and you become an addict -- a Saabs@Carlisle addict, totally addicted to the point that you will never ever miss another one!!!

For the past 5 years, we have been organizing the Saab TakeOver Convoy to Saabs@Carlisle, which is hosted annually by the Central Penn Saab Club. This marked the first year that this convoy would officially be an event, of the relatively new Virginia Saab Driving Club. Over the 4 previous years we have averaged 10 Saabs in the convoy. However, with a lot of VSDC member support, this year's convoy event doubled in size to 20 Saabs!!! The combination of all the added Saabs and the wonderful Saab enthusiasts made for a fun-filled and most enjoyable event.

This year's Saab TakeOver Convoy was slated to start at 8:00 AM on Friday May 19th. For the first time, we decided to have 2 different starting points; one in Charlottesville, VA, and one in Richmond, VA. This was done because we had a few faithful Saab enthusiasts driving all the way up from North Carolina to Richmond, VA, and we didn't want to tax them too much, with an extra hour and a half of driving. To make things interesting, we decided to have a friendly duel between those starting in Richmond vs those starting in Charlottesville, to see which group would have the most Saabs in their respective convoys. After

our customary morning cup of joe, flaky croissants and a never-ending wipe-down of our cars, it was time to get the party started. The wait was over -- the anticipation, the preparation and the salutations finally gave way to the official start of our Saab TakeOver Convoy!!

The text messages were exchanged at 7:55 AM and promptly at 8:00 AM both convoys took it to streets, finding their own road to our 1st pit-stop location: the Sheetz in Opal, VA. Like a finely tuned machine, both convoys: 1 from the southeast, via I-95 and 1 from the southwest, via Route 29, arrived at our designated meeting point at exactly the same time -- just as the radio calls started going out over the 2-way radios. We could not have planned it any better.

The Richmond crew had a total of three Saabs, in their convoy compared to two in the Charlottesville crew. After a small celebration by the Richmond crew, a quick greet and meet, a quick bathroom and refreshment break and a brief review of our route and protocol, it was time to line up in convoy formation and head off to pit-stop #2. We alerted the "Saab Captain" at our next stop, with a text message, that we were on schedule and headed their way. Elizabeth and her temperamental "Dolphin" were the ceremonial "chase car" team for the entire convoy, to and from Carlisle.

She wasted little time, showing off her skills. Once lined up, it was time to get back on the road. We were all a little leery about how we were going to keep everyone together as we merged back into traffic, except for 1 team -- the team of Elizabeth and the Dolphin. She radioed to the group that they would brave the traffic, ease out in front of the convoy and block a lane so everyone could safely get out and more importantly stay together. Thanks to her team and much to everyone's amazement, mission accomplished -- we were now a Saab convoy of five, rolling in tight formation.

It would be a short 30-minute jaunt, through some



## Saab TakeOver Convoy Cont'd

tight Virginia twisty roads, complete with Virginia International Raceway type, up and downhill "esses." The radio chatter was light, yet entertaining, as we made our way to the 7-11 in Haymarket, VA. When we arrived at the intersection, just in front of the 7-11, we could only see two Saabs, which was a little unnerving -- this is usually where we add the most Saabs to our convoy. A quick call brought the pulse back down -- the 7-11 pit-stop "Saab Captain" had relayed: "we are almost there." Like a much-needed, base-clearing home run in the bottom of the 9th, he delivered --- SEVEN gorgeous Saabs turned into the 7-11, headlights blazing. The convoy was now at 14, which set a record for the greatest number of Saabs we have ever had in a Saab TakeOver Convoy!!! Cheers, hugs, cameras, videos and plenty of stares and questions was the order of business at this pit-stop.

After a 30-minute break, Al took over his traditional spot as the "pace car," he was teamed up with one of the Klenes' breathtaking Airflow Irish/Swedish twins. The younger of the twins -- The White Cabrio, decked out with the black top and the Colorado Red interior, would be the lead Convoy Saab. We each picked our convoy spot, in between the Cabrio Airflow and the Dolphin. Once again, it was Elizabeth and her Dolphin that provided us all with safe entry onto Route 15 North. After she sent out a radio message that "all Saabs made it out," we all settled in for the quick,

direct and straight sprint to Olde Town Leesburg, VA. The radio message then went out, for everyone to blow their horns as we passed a longtime Saab lover's business. As we made our way north, the call had already been received, that the lone wolf in Leesburg was already at pit-stop #3 and his Malachite Green 900S, had been bathed, waxed, buffed, wiped down and was itching to take its place in the convoy.

We blew into Leesburg, added 1 more to the party and in a flash we were all back on Route 15, heading north to Frederick, MD -- for what is traditionally our 4th and final pit-stop. With 15 Saabs in the convoy, the radio chatter, along with the excitement, began to pick up. The Go-Pros, cameras and other video devices were all putting in work. What a wonderful sight to see all of the beautiful Saabs in formation as we all filed over the iron Point of Rocks bridge and gazed down at the calm Potomac River, beneath us. We had swiftly left Virginia and entered into Maryland. As always, Ben, the Saab Captain for pit-stop #4, was already in place at the Exxon. When he was alerted, that we were 15 strong, the decision was made to move our trusty meeting point of several years, to the CVS next door -- the quaint parking area in front of the Exxon had finally been outgrown by the Saab TakeOver Convoy!!



Photograph by the author.

Saab TakeOver Convoy continues on page 25.



# On The Column



**By William "Chip"  
Lamb**

## ***Various Summer Ramblings and Other Thoughts***

It's a mild morning for central Georgia this final day of July; normally our summers consist of nearly 100 days of 100-degree days (Fahrenheit, though Celsius comes to mind). Work on cars apart from that which is of immediate necessity slows down in this weather aside from that done in the comfort of air-conditioned quarters and the use of great, if older and finicky cars prone to running on the warm side in high ambient temperatures can also slow down in favor of newer machines with better air conditioning or the benefit of wind chill on 2-wheels. As I write this, I'm considering playing hooky this afternoon with a ride out to the country on one of the bikes.

A few months ago, I bought a 1964 96 with a Saxomat transmission. In all my years plying bits for older Saabs, I never had more than a few parts of the Saxomat transmission – a diaphragm bellows here, a Saxomat flywheel there. Curiosities more than anything; I can't recall what became of any of those pieces. A friend and loyal client of mine was the seller of this particular car; Paul has since become quite the home for wayward Saabs in his own right these last few years as therapy from his everyday job building components for new cars in western Kentucky. As of this writing, I have not yet picked up the 96 as Paul is improving the car for me out of his cache of interesting spare bits to include a GT dashboard and instrument cluster and a needy, if complete Sport interior that I will work on reupholstering during the coming winter. Needless to say, I'm looking forward to doing some mosquito control soon.

Speaking of Saab collections, Tom Donney's progress with his Saab museum in Sturgis, South Dakota, is progressing apace; I keep up with Tom via Facebook and his photos of cars (and the odd Seagrave fire truck) bound for this cavernous space in the Black Hills. Since the dissolution of General Motors and the dispersion of the Heritage Collection into private hands, there have been no public displays of many of the special cars purchased by Tom and others, so it will be great to finally have a Saab museum here in America at a tourist destination no less impressive than Sturgis. Tom has also managed to

get some other great donations to the museum from long-time Saab aficionados to supplement the cars he and his family have amassed over many years. Closer to Saab's historic home base, another great place to view vintage Saabs (during regular business hours) is at Bill Jacobson's Sports Car Service just off Interstate 95 in Wilmington, Delaware. Bill, his sister Carol Ann and their team will change the oil on your 9-5 while you ogle his GT-750 and Sonett Super Sport and tour the old racecar workshop adjacent to the working shop out back. Have lunch with Bill and on the way back to Market Street, you might get to tour the old warehouse where some of the needier but no less rare examples are kept in dry storage a few miles away.

Outside of driving distance from most of your homes, you are of course all aware of the excellent Saab Museum at the original factory in Trollhättan, but fewer might remember that another great collection still resides at the Valmet production facility in Uusikaupunki (Nystad), Finland. Valmet produced Saab cars beginning in 1969 and built all of the production 900 Convertibles into the GM era as well as many of the final 96es and 99s. Their collection is not limited to Finnish-built cars or, for that matter, Saabs, as the collection runs the gamut of automotive history. Finland is also a great place to escape the summer heat, unless, of course, you accept a Finn's gracious invitation to their family Sauna, one of the few Finnish words that a native knows you will understand. The Suomen are an incredibly gracious people on the whole and I look forward to the day I find occasion to return as my last visit was too long ago and entirely too short, a long weekend in 2001 for the International Saab Clubs Meeting in Ellivuori as guests of my friends Vesa & Kristiina Pohjalainen and Jari Ala-Ilomäki and his family near Helsinki.

Speaking of International Saab Meetings, it was some twenty years or so ago (or just four prior to my last trip to Finland) that we gathered at Waterville Valley, New Hampshire, to celebrate the 50th Anniversary of Saab as a company and 40 years as an automobile manufacturer. It was at this event that I really got to know my predecessor in this space, Larry "Stroker" Williams. Sadly, it was early in the next year, the day after he returned from a whirlwind road trip in the western states, that Larry passed away in his sleep. Larry's style in writing this column is one I have often aspired to but never really mastered. He was a creative guy and his spirit, along with many others like him in the automotive hobby generally who have gone on before, is still sorely missed. When then-editor Tim Winker ran out of Larry's backlog of submissions around Christmas of 1998, I applied for this job and have now held down the fort for now over eighteen years and lots of changes for Saab as well as in my



## On The Column Cont'd



**A bit of the scene at Waterville Valley. All photographs by Seth D. Bengelsdorf.**



own life and career.

A recent and very rambling letter written on the back of an old Wheaties box sent by Larry's friend Roe (and possibly even written by him) reminded me (if I read the scribbles correctly) in short, that nothing

lasts forever. I'm usually not lacking of verbiage - but before I start the next eighteen, the possibility occurs to me that someone else might like to inherit the "Ring a Ding" / "On the Column" mantle. If, gentle reader, you feel that you have the right 'bricoleur' state of mind, can piece two sentences or more together without fear of creating a trigger warning and are at least as off-beat as Larry if not me, I welcome your inquiry to [chip@newvoiceoldcars.com](mailto:chip@newvoiceoldcars.com). I certainly don't want to be seen as hogging the space with my particular brand of irreverent content, now in its 107th installment, give or take one or two submissions.

And so with hopes that you raise a toast to seventy (!) years of Saab history a few weeks from now in Pomona, California; I regret that other obligations prevent me from making the trip west at all this year. Mild temperatures such as those I'm currently enjoying would be a bonus for all of you, I am sure.

Go safe, go swiftly and go Saab!

Simon du Stroke (Jr)





# Professional Perspective



**By Chuck Andrews**

## ***Weak Link***

It is a known fact that a chain is no stronger than its weakest link. In the last issue of *NINES* (#348) I reviewed NEVS' recent history of building its business step-by-step in an amazing progression up through May of 2017. Since I had to submit my column to *NINES* before the CES Asia Show, Seth B., (our editor), included the press release of the agreement with Microsoft in Issue #348. This event seemed like it was a defining step in NEVS development. All NEVS needed was to start building cars, but obviously they were not finished building or selling shares in their company. A weak link somewhere?

On June 27th NEVS and Didi Chuxing signed a letter of intent to sell shares of NEVS to Didi. The details were not revealed but it is known that Didi will become a major owner of NEVS. Perhaps you were not aware of who Didi is. If you google Didi you will find it takes several pages to describe who they are and what they do, but it is very, very impressive. They are already in business doing what NEVS has been talking about in most all aspects of transportation and mobility services. Didi's president, Jean Liu, who is a Harvard graduate with twelve years' experience at Goldman Sachs Group, was recognized by Fortune Magazine as one of the most influential business people in the world under 40 years of age. Her banking experience has helped Didi to raise billions of dollars including one billion dollars from Apple. Apple has been off-and-on developing their own autonomous car (Titan project) for some time and through Didi, NEVS may have access or contribute to that product. Don't you think Microsoft and Apple would be great partners on any high tech project?

Didi Chuxing acquired Uber's China unit in August 2016, making their worth to be an estimated \$50B. In April of this year, Didi raised over \$5.5B and have all three of China's major internet companies as investors: Alibaba, Tencent, and Baidu. An article in *Chinadaily.com* says that Didi claims to have 99 percent of China's taxi-hailing business market and 82 percent of the country's chauffeur-booking service. Didi claims transportation services for 400 million users in 400 Chinese cities and growing. May I remind you that the entire population of the USA is about 326 million people. Wikipedia reports that Didi has

1.68M taxi drivers alone among its many millions of employees.

I would think that NEVS has added about as strong a link as could be imagined. All NEVS has to do is prove that they can build cars. They have money and alliances from all kinds of industry that will contribute to the cause. I would think we could call NEVS a conglomerate at this point. Didi already is the largest mobility company in the world and is now in NEVS' corner pulling for them and not competing against them. Exciting future for sure!

From the future let's come back to the present as we keep our Saabs going. I have written in past columns about the use and preventative measures I am taking with my 2001 9-5. It is used as a trip and trailer-towing car. I use my Nissan Leaf EV for commutes. Since I am a DIY guy for most things, I related in the past that I would do every other oil and filter change myself and entrust the car to Saints Automotive in Princeton (12 miles away with Saab experience) for the other oil changes and professional inspection to be sure I hadn't missed any problems. I think a pro inspection every 10k miles is prudent. I had deviated and done three oil changes in a row myself since I needed tires and alignment to be done at Saints. When they finished the four-wheel alignment appointment, they did my inspection and noted that my Saab needed a crank position sensor and a turbo drain hose. Both were leaking a very small amount of oil. I ordered the parts and installed them in time to make a trip to Michigan for a wedding. We decided to pull our camping trailer to northeastern WI for one night, leave the camper there and go on to MI. We would then spend a night in the camper on our way back to MN--a 1300 mile round trip but only have to pull the camper for about 500 miles.

Initially, I had every confidence that our Aero was up for the trip. I have been gradually doing a major mile service on it and I knew of no issues whatsoever; however, it is 16 years old and has almost 240k miles. We left for Laona, WI, at 8:00 am on a Thursday in pouring rain. We were on Hwy 8 through WI which is a two-lane highway through the woods in a sparsely populated area of the state. About 2 hours into the trip, we stopped in Ladysmith, WI for gas. When Linda opened the passenger door, she said, "I smell burning oil." I looked under the car and couldn't see any drips but it was still raining. I checked the oil and found it was down about a pint. I had some oil with me so I topped it off. I was concerned, but I have a full set of real gauges that I can watch to be sure that the oil pressure and temperature, water temp and turbo exhaust temp are normal. I drove another 45 miles and stopped to check the oil level. It was still raining



## Professional Perspective Cont'd

and I couldn't see any drips but when I moved the car there was oil floating on the rain water, not a lot, but it was about a cup of oil low when I checked the dipstick.



As a backup, I have AAA towing insurance. They will tow my car and trailer up to 200 miles. I was just within that range but decided the leak would have to be identified before a tow was needed. Upon looking at a map, the nearest town that would have some help was Rhinelander, WI so we kept heading east. It was about a 30-minute, uneventful drive. When

**Weak link in our Aero. The top hose that is broken and was original equipment on the car. The hose in the middle is the one that was put together by Professional Automotive in Rhinelander Wisconsin and the bottom is a new hose that cost less than \$5. All part of another Saab story. Photograph provided by the author.**

we got to Rhinelander we stopped at Walmart to buy more oil in case we couldn't get any other help. We still had the burning oil smell, no oil drips but it was still raining and had no visible exhaust smoke which would indicate that the turbo was failing.

It was 2:30 pm by this time so I started calling auto repair shops. I used a NAPA auto parts website and found some recommendations. When I called the first shop, they asked me questions for several minutes before deciding they were too busy but recommended two more phone numbers. I called the next shop and they immediately said they were also too busy. All I asked for was to have the shop put the car on a hoist and try to identify the problem. I explained we were just passing through town and would be happy to have them repair the problem if that was needed or possible. I called the third shop which was Professional Automotive North. Travis, the owner, asked me where I was and decided we

were maybe 15 minutes away. He agreed to my request and told me a hoist would be waiting when we arrived. After locating the shop, I drove into the parking lot, unhooked the trailer and into the shop the Aero went. The waiting room was pleasant. Travis and the techs were friendly, helpful and efficient. In less than an hour the problem was found and corrected. The drain hose from the air/ oil separator box to the oil pan had broken and the oil was dripping on the exhaust pipe. We had recognized immediately that no one in town would have a new hose, so Travis, his technician, and I discussed what was needed. The tech scrounged up the parts to make a hose that would get us on the road again -- all for \$96.80. We continued on our trip without any oil consumption and have since put more than a thousand miles on the car without incident.

When we got home from our trip, I ordered a new hose which was less than \$5, and Saints Automotive in Princeton installed it for me -- a very easy job with the car on a hoist. I hadn't inspected the replacement hose while we were in Rhinelander so didn't know what it really looked like until Vince, a tech at Saints removed it. The WI technician had done a very nice job. Had I known how good it was I might not have replaced it.

Why did I tell this story? Our old Saabs have many, many parts and when just one weak link fails, it can be very frustrating. The part that failed on our Aero was an original part. Had we not been aware and committed to this car we might have continued to drive until we ran low on oil and damaged the engine. Should the hose have been replaced before it failed? Probably, but until it leaked it looked just fine. Should we replace every part that might fail? Maybe, but I don't think that strategy is very practical. Whether you are a DIY person or not, a professional inspection, completed recommended maintenance and repairs, towing insurance, a cell phone and some patience will get you through quite well. I found that those independent shops I called in Rhinelander (NOTE: I didn't mention to any of them that my car was a Saab) were helpful and gave us confidence in our decision to press on.

It seems like the stories we tell and remember are about problems and failures our car has had. We have only had our Aero towed twice in all the miles we have driven it (175k). It has been a great car with many more trouble-free years of service left in it. Is this the last story that my Saab will generate? I could only hope. We will just have to wait and see.

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





# Through a Windscreen Darkly



By Linnea Krajewski

## Track and (Air) Field

As I set these words down, it is high summer; by the time you receive them, it will be late summer heading into fall. Hence, right now, it's prime car show season, and Roxie and Fiona have been centres of attraction at two shows.

We had to sit out Carlisle; Ruby had been selected for the Invitational, but about two weeks before the show, I tripped going into the living room and smashed my foot into the gate that keeps Agatha in the living room and Alex, Gigi and Torsten out of it. My foot bore the brunt of the damage; the second toe on my left foot fractured and I spent about 10 days on crutches before the swelling and bruising went down enough so that I could comfortably wear a shoe. My doctor strongly suggested that I not try to drive five hours or stroll the showfield to avoid any further damage, so, with much regret, Rubes and I remained at home.

However, we were sufficiently healed so that we could attend the eEuroParts fest at Lime Rock Park. I had intended to bring Fiona, but she has an intermittent no crank, no start issue which is worse with very hot weather. As the forecast was for highs in the upper 80s, I decided to bring Roxie to the event.



All photographs by the author.

It was a fortunate choice; the show area was in a parking lot that was getting blasted by the sun. Normally, I spend a lot of time near my Saab at whatever show we happen to be attending, but with

the sun beating down on the asphalt, it was like sitting in a frying pan. To avoid a third-degree sunburn and all of the fun that goes along with being sun-sick, I trudged up the hill and visited the vendor area. As I went up, I bumped into old friends Jon Williams and Ed Lorenz and we had a bit of a chat.

On my way over to the vendors, I stopped to watch the autocross. There was a fellow flogging a clapped-out 3 Series around the course and another fellow in a WRX doing a pretty good job keeping his Subie flying around the track. But everyone's attention was riveted by a guy driving a Volvo 850. He squealed and fishtailed around corners, went wide on some turns, and generally looked as though he was just a whisker away from flipping his Brick, doing a few barrel rolls and landing in the spectator area. Some of his maneuvers drew some grimaces and groans from the crowd, who had assembled mostly to see if the guy was actually going to wreck. The car was wearing local registration plates, but I would have been surprised if he had enough tread on the tyres and composite on the brake shoes for a proper ride home.



Pulling myself away from the slow-motion accident waiting to happen, I chanced to see a vendor selling models. I made a quick survey of the offerings and saw no Saab models. But, taking a quick look to my right, I saw a model of a '59 Plymouth Savoy sedan in red and white. The '59 Plymouth is one of my favourite cars; my Auntie Barbara and Uncle Ronnie had a white Savoy sedan. Pulling out my wallet, I made the Savoy the newest member of my collection. Wandering a few tents down, there was another fellow selling models. He had two Saab convertible models....one in black, one in red. He was happy to sell the black model to me for a modest sum because the paint wasn't perfect. The red 'vert was going for considerably more. He also had a model of what looked to be an EMS that appeared to be dipped in real gold....he wanted a pile of money for that, and I was happy to leave the 99 with him. From there, I stopped into a tent where the fellow was selling old owner's manuals, showroom catalogues and magazines. I grabbed a handful of cool Saab stuff for



## Through a Windscreen Darkly Cont'd

only \$10.00.

My knapsack heavy and my stomach empty, I started hunting for a place to eat. I found my good friends Mark McCourt and Dave LaChance selling items out of the back of Dave's wife's Matrix; Mark joined me on our quest for food. We wandered through the showfield, glancing at some nice MGs, a few older Mercedes and a couple of nice, older BMWs. A silver blue E63 glided by and my eyeballs went with it. Mark headed one way to the food vendors and I headed up to the VIP area to grab my lunch. Before Seth decamped to Austin, he left his VIP credentials with me, and lunch was included. On my way over to lunch, I passed the main oval, where a "run what you brung" race was in progress. I saw an old 280 Z roar by, followed by a pack of recent 911s and a few newish BMW 3 series coupes. As I turned away from the track, I saw an E63 wagon, of all things, heading for pit row. Woah.

After lunch, I brought Roxie up from the blast furnace of the parking area and sat with Mark and Dave. We watched as a beautiful Sunset Orange '74 EMS pulled in and Mark went over to suss out the C900 coupe that rolled in. All too soon, it was time for Roxie and me to hit the road home.



Ed Lorenz had invited us out to the Rhinebeck Aerodrome for the first ever Eastern 'Vert Fest. As Fiona and I failed to make it to Denver last year, I was determined, starting issues or not, to get to Rhinebeck with Fiona for this event. The weather favoured us; it was going to be warm, but not asphalt melting hot, and the humidity would be low. So, we packed up and headed to New York, Fiona starting and running like a fine Swiss watch.

The Aerodrome was easy to find, and, pulling in, there were about 50 convertibles already in residence. Jon Williams was there and my old friend Alan Meade from Pennsylvania came up with his



recent acquisition, an '88 Turbo 'vert in cherry red. Bruce Billing arrived with his pristine '86 and Jim Hutchings came up to the show with a friend's vert. Mark and his Dad were there as spectators, and we had a good time wandering the field and checking out the variety of convertibles on display.

After lunch, we took in the air show, which was one part spectacle and one part camp. We were caught up in the drama of the Black Baron of



Rhinebeck trying to steal Tess Trulove away from her fiancé, Percy Goodfellow. The storyline was good for many laughs and the Aerodrome's incredible collection of antique planes was woven into the story. It was amazing to see a 100-year-old Curtiss in the air...just imagining the history that the plane had seen was awe inspiring.

After thoroughly enjoying the show and the company of good friends, Fiona and I wended our way home, happy to have been a part of the gathering.

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





## Saab TakeOver Convoy Cont'd

As the convoy rolled into the newly-christened pit-stop #4 location, we were greeted by five Saabs; a Canadian-spec silver SPG, a 9-4X, a 9-3, a NG9-5 and a OG9-5-- we were now at a record 20 Saabs!!! Fortunately, the rear parking lot at the CVS not only easily accommodated all 20 Saabs, it also offered us and our cars some much needed shade -- the mercury was now touching 90 degrees and everyone was feeling it. It was time for some cold beverages for the two-legged team members and coolant for those with 4. Since the final sector was before us and noontime was upon us, we settled in for our hour-long break, lunch, and first round of awards.

Matt from Krona Performance joined our convoy as a special guest this year and he treated us to a glimpse of his wares under the bonnet of his beautiful OG9-5. Martin also showed off the Krona Performance system in his almost identical and equally beautiful OG9-5. Next up, Elizabeth put on her 2nd hat of the day and took over our convoy awards presentations. Tony won the long distance award (Saabnet jacket), driving his 9-3SS all the way from KY again -- he was also one of the featured cars under the Saab tent at Carlisle. The Klenes won a Saabnet polo shirt, that went to any family/person that had multiple Saabs in the convoy, one of which was also to be featured under the tent.

Donald's Richmond crew was awarded special event car magnets for winning the Saab Duel and Amy won the Saabnet high mileage sticker for the Saab with the most miles. We want to give Scott at Saabnet a HUGE "thank you"; he offered to sponsor the Saab TakeOver Convoy and gave each convoy participant a beautiful Saabnet lapel pin, a Saabnet window sticker and a Sabnet license plate holder. We were also lucky enough to have Marcie (Tim), from NC in our convoy. Marcie shared information with us on her phenomenal new undertaking called "The Saab Project" -- it is amazing!!! Follow TheSaabProject on Facebook.

We went well beyond our scheduled hour break, with the awards presentation, short speeches and the delicious Greek lunch --- unfortunately, this would soon prove to come back and bite us!!!

As the time approached 2:00 PM and with us now an hour behind schedule, the Cabrio Airflow and the Dolphin aggressively herded all the Saabs into double formation -- as we prepared for what is notoriously the toughest navigation point of the entire convoy route; a left hander out of the parking lot, followed by a quick left hander onto busy Route 340 and then an even quicker right hand exit, followed by a tough merge back onto Route 15 north. Of course, this was

made even more challenging by falling an hour behind scheduled and now having to deal with the dreaded Friday afternoon getaway traffic --- hold tight, it gets worse.

Amazingly, after much radio communication and the type of blocking which is normally reserved for the Roller Derby ring, all 20 Saabs managed to get back together after some nifty driving. It was now time to settle in for what is typically the most scenic segment of the convoy -- the rolling hills, curves and straights all mixed together on Route 15. However, the day's challenges, as we quickly found out, were just beginning.

Just as we were approaching our biggest highway incline of the day, a radio message came from the Dolphin: "a drop of rain just hit my windshield." At this point in time, my SID was showing 93 degrees and my windshield was giving way to nothing but brilliant sunshine. Then, in an instant, about the same amount of time it would take a Viggen to shock a 911 on the merge ramp, it went from light to dark -- as if we had suddenly and without warning driven into the abyss. The radio chatter got insane, you could hear the concern in everyone's voice -- we had just run into what we thought was just a bad rainstorm. Billy had the top down on his '91 900 SE, the same SE that won practically everything at Carlisle and SOC last year and the rain was coming in buckets --- why did we stay so long at the Frederick pit-stop??? Who do we blame for that??? I'm starting to get nausea just thinking about those questions. But wait, just when we were all preparing to taste the Skittles rainbow --- "hey guys, what is that I'm hearing," transmits over the 2-way --- news flash: it ain't thunder!!!

Our procrastination in Frederick, is about to pay us back in spades. The noise, we all simultaneously started hearing, that started out light, like a "ping" tone on your cell phone, when you receive a text message, slowly grows to soothing more like someone with a bb gun shooting a metal target --- yeah, you guessed right --- hail!!!

The concerned radio chatter had now turned to panic; Juan flew down the 1st off ramp, disappeared and his radio went silent, the Irish twins were sporting BRAND NEW jobs along with one of their stablemates and they were feverishly trying to avoid damage. Claude's Chili Red Cabrio dipped onto the shoulder and came to an abrupt stop.....the 2 way radios were starting to smoke, with calls of "mayday." We had Saabs pulling off the road, pulling onto the shoulder; some took exits and then suddenly we saw a strange red SPG fly by, as we were trying to get everyone accounted for --- "who was that?", blared over the 2-way and someone responded with: "not one of



## Saab TakeOver Convoy Cont'd

ours." Miraculously, the storm quickly blew over and one-by-one, just like Meerkats popping up from their burrows after an overhead attack, Saabs starting re-appearing on Route 15 north -- the Chili Red, the Edwardian Grey, the Malachite Green, the Irish Airflow Twins and even the Black 9-4X....everyone was back in formation on the shoulder of Route 15.

It was indeed a miracle, all 20 Saabs accounted for and unscathed --- the Pride was back together. Once we got radio confirmation from both the lead and chase cars, the convoy resumed its journey.

Thankfully, the convoy made it to Carlisle without any more incidents. As that final right-hand turn into Carlisle Gate #3 was made, we all took a collective sigh of relief -- we had safely reached our destination.

Big thanks to everyone who participated in the Saab TakeOver Convoy and again to Scott at Saabnet!! We would also like to acknowledge Phillip and Amy Klene for bringing a record Six (6) Saabs to our convoy and once again winning the Saab Challenge Trophy and to Al Huseman for being this year's recipient of the Saab Savior Trophy. Thanks to Donald Northam for helping with organizing the convoy. We are also very proud to announce that the cars in the convoy won a total of 12 awards at Saabs@Carlisle this year. We are looking forward to next year. The planning has already begun and we are confident that are numbers will be 30+ next year. We are getting some very enthusiastic "Saab Ambassadors" in place that are really developing and growing their local "Saab Cells." Last but not least, what a tremendous job -- by all associated with the Central Penn Saab Club team for putting on another great event and to all of the sponsors that made Saabs@Carlisle a huge success!!! See you next year!



One from this year's Carlisle. Photograph by Thor Carlson.

## Editor's Notes cont'd

The magazine will move from a bimonthly publication to one that is published quarterly.

Not only will this mean that certain events like the SOC will fit better into the printing schedule, the price of membership per year will remain unchanged.

I do hope the membership understands the reasons for this change, and continue to support the club and *NINES* as they have.

I will continue my passion for all things Saab and this club and magazine. Please keep sending letters, articles and submissions to *NINES*. They are all welcome and required if *NINES* is to continue. And make sure to use the correct email or snail mail address!

The next issue of *NINES* will have full coverage of the SOC, as well as all the Saab news we can fit. Thanks for being there with me on the journey, and as Tom Donney would say as he's putting the Saab Heritage Museum USA together in Sturgis, SD, "Thanks for reading and Safe Saab'in!"





# Saab Services and Discounts

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

## California

**BoJonsson's Foreign Car Svc – 10% Discount on Parts and Service**  
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P: 949.753.1575  
F: 949.753.1577

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P: 203.876.8958  
F: 203.882.4556

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**Dimmitt Saab – 10% Discount on Parts and Service**  
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F: 727.791.4308

**Strictly Saab Inc. – 10% Discount on Parts and Service**  
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2965 Ranch Road, Melbourne FL 32904  
P: 321.432.2034  
Email justinduthie@hotmail.com

**Viggen Auto Performance LLC – 10% Discount on Parts and Service**  
Official Saab Service Center  
Gary Hilberer, Saab & ASE Master Tech

895 34th Court SW, Vero Beach FL 32968  
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F: 772.778.1113  
Email kingofsaabies@yahoo.com

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**Jim Ellis Saab of Atlanta – 10% Discount on Parts and Service**  
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F: 770.454.6205

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**Lombard Body & Fender Shop – 10% Discount on Parts and Service**  
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P: 630.627.8688  
F: 630.627.8690

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**Road Tested Saabs – 10% Discount on Service**  
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**Meyer Garage – 10% Discount on Parts and Service**  
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F: 641.737.2601

## Maryland

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P: 301.696.9200  
F: 301.662.2756

**Brewer's Saab – 10% Discount on Parts and Service**  
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P: 301.739.0420  
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**Automotion (SQR Distributor) – 10% Discount on Parts and Service**  
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P: 978.667.5373  
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P: 406.656.7654  
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## New Jersey

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P: 856.424.5300  
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P: 609.395.5599  
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Service: 914.963.5458

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F: 330.533.0091

**Dave Towell Cadillac Saab – 10% Discount on Parts and Service**  
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111 W Market Street, Akron OH 44303  
P: 330.376.9600  
F: 330.376.8724

**Just Saab – 10% Discount on Parts and Service**  
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6950 Loop Road, Centerville OH 45459  
P: 937.435.7222  
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F: 513.527.4170



## Saab Services and Discounts Contd

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P: 440.716.2000  
F: 440.348.2006

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F: 717.898.3805

**Kunkle Motors – 10% Discount on Parts**  
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P: 570.675.1546  
F: 570.675.7914

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

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**Car Covers Direct – 10% Discount on Parts and Accessories**  
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P: 866.818.9901

### Tennessee

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7733 US Highway 64, Memphis TN 38133  
P: 901.373.7373  
F: 901.202.6666

**Kelly Cars – 15% Discount on Parts and Service**  
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P: 423.267.1104  
F: 423.265.6938

### Vermont

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

### Other:

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

Errors? Omissions? Please alert the editor!

## Get Published in NINES!

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

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

Deadlines for submissions to NINES are:

Jan/Feb issue: December 1  
Mar/Apr issue: February 1  
May/June issue: April 1  
Jul/Aug issue: June 1  
Sept/Oct issue: August 1  
Nov/Dec issue: October 1

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

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

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

Send requests and check or money order to:

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# A Visit to MapTun

By Chad Rousseau

Recently Daniel Cahill and Chris Grider of the Saab North America Club, and myself had the opportunity to visit MapTun Performance located in Örebro Sweden. MapTun is perhaps best known for their in-house development of Saab tuning software, but they are also a full-service automotive engineering facility, an international Saab original parts supplier, and specialize in the development of high-performance upgrade components for various Saab models under the MapTun XT-series brand. For almost twenty years MapTun has been focusing on helping Saab owners maintain and create the best performing vehicles possible.

Our tour began in the MapTun staff kitchen with some traditional Swedish hospitality of fresh coffee from our host Thomas Hellberg, served in MapTuner X coffee mugs. The staff kitchen, like all of MapTun, is adorned with Saab advertising prints collected over the years. Thomas asks "Have we noticed any of the Saabs in the parking lot?" Of course we had because it took us 20 minutes after we parked just for Daniel Cahill to complete photographing all of them. "Those MapTun branded Saabs over there" Thomas says looking out the window, "those are loaners for our



320 HP loaner. All photographs by Daniel Cahill.

repair customers, 320HP 9-3's." The idea being that Saab owners need not have to suffer driving a non Saab vehicle while theirs is being repaired, also it helps customers appreciate just how much more amazing a fully Maptuned Saab can be.

After tuning ourselves up with coffee, we toured the MapTun warehouse and fulfillment area. Rack after rack of commonly ordered parts, plus many of their in-house engineered kits of bigger brakes, intercoolers, enhanced turbos, and exhaust systems. We watched a bit of the MapTun staff pull, prepare, and box up orders that had come in the previous



Part of the warehouse.



MapTune JetSki.

day. As we made our way through the warehouse we arrived at a Maptun branded Jet Ski. MapTun has expanded their tuning services to include powersports such as water craft, snow mobiles, and alike.



## Saab TakeOver Convoy Cont'd



**Thomas Hellberg.**

Next up, the roto tuning lab. MapTun offers tuning software for most Saab models, including the newest version 9-5 and 9-4X. All tuning and programming is handled internally, and demands for services keeps growing as more and more automakers are developing turbo powered engines. MapTun handles anything from simple motor repairs to highly sophisticated engine and gearbox reconstruction tailored perfectly to the customer's unique needs. Unlike many of their competitors, MapTun develops their own interface software for modifying the car's software, rather than making use of purchased tuning tools.

Our tour wrapped up in the MapTun offices where Thomas is ready to answer any questions we have. This is the hub of the entire operation where calls, emails, and online orders are constantly coming in, you get the sense that they are always busy. We were very excited by our tour of MapTun, and came away with a fuller sense of just how sophisticated and expansive an operation they have become over the



**Daniel in one of the bays.**

years. We are very grateful to our MapTun hosts for taking the time to share a bit of their day with us, it was very impressive!



# NEVS News

## NEVS

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.

"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."

"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.

Also at the CES, NEVS displays the InMotion Concept. This is a totally new way of showing flexible

future urban mobility in a major city, with many new exciting features, both when it comes to design and functions.

At CES, you could also see how the change in NEVS business model will contribute to a sustainable future. Producing electrical vehicles will be just one part of the operations:

"Our solution goes far beyond car ownership – we are rethinking mobility as a whole. In a not far away future, NEVS will offer an eco-system of services in an integrated city solution with new possibilities for people and society to new opportunities", says Jonas Hernqvist, Vice President of Sales & Marketing at NEVS.

It's all about mobility services; the company will develop systems for shared cars and autonomous drive.

Recently, 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.

According to a press release, 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



## Saab Clubs News Contd

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 curbside to increase safety.

Extending the personalization experience InMotion provides seamless continuity from the previous ride, should the users wish. Or, how about the possibility to set the ambiance on the fly via an App.

By using a mobile App to control InMotion functionality, the interior space is left uncluttered. Occupants access the App to control seat movements, Lighting Ambiance, Environment.

"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.

You can use NEVS InMotion to reduce congestion

\* More effective mobility solutions means reduced number of cars and parking spaces - more space green areas and human-centric city development.

\* Effective use of electric cars means that we in the long run can spend time outside without worrying about your health.

\* Intelligent mobility systems contributing to integrated sustainable city means less pollution, better health and safer roads

\* The users will have a flexible access to a car, without car ownership- That means the best type of vehicle for your different needs on-demand and go anywhere, anytime.

\* Flexible user space means you have the opportunity to relax, create, or socialise in your own personalised environment depending on your current needs.

Features and functions:

Designed to showcase personalised mobility solutions

Large curb side door for safe convenience  
Adaptive interior space providing a flexible environment

- Set to user preferences on approach
- Clean, uncluttered and durable, yet personal design theme

- Configurable seating 3 Modes

- Private

- Social

- Meeting

- User customisable Lighting

- Individual Climate control

- Durable yet comfortable reclining seats

Wireless technologies

- Wireless Charging

- In Motion function control from personal device

NEVS InMotion App provides users with a single seamless intuitive interface.

About NEVS

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

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

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

# The Texas Lexus

By Evan Acuna

## Part I.

"I didn't mean for things to turn out like this" might have been the official slogan for a week-long road trip I took in the fall of 2015, in which I piloted an OG 9-3 convertible, with my good friend and longtime accomplice Dan, up from Austin, TX, to New England and then partway back again to my hometown in New Jersey.

The original itinerary had us flying into Austin to rendezvous with Dan's old friend and college roommate, and then purchasing a "Texas Lexus" from the local Craigslist. I wanted an LS400 for the trip home, a car with the sort of smooth ride, hushed demeanor, and mileage-devouring capabilities that made Saab's jet-centric marketing scheme of the early 2000s seem even more contrived. Turbo aside, those GM Saabs did not embody the effortlessness of a long-distance flight in the same way that the Lexus LS400 did. With its silky V8, rear-wheel-drive, and solid body structure, the sedan could do a convincing impression of an Airbus A321's first class cabin. But somewhere during my car search I got distracted. Wouldn't a convertible be a nice choice for the early autumn weather? (Spoiler alert: it rained for 75% of the trip.)

I inquired into a number of cars. Some were big Lexuses, and some were little convertibles. Almost all of them were terrible. A couple that stood out were a Mercedes-Benz CLK430 cabriolet and a BMW 330ci convertible, both something like '04 in vintage. I would have agreed to buy the Mercedes, but the owner and I were off by a couple hundred dollars. My final offer evidently disturbed the seller enough that he refused to answer any subsequent calls or texts. The BMW, owned by a kid named Bobby, I actually tried to purchase for the Craigslist asking price, only to be informed that Bobby could no longer part with his car because his grandmother didn't want him to. Really, Bobby? This after wasting valuable days of my prep time and leaving me with little chance of finding an alternate car before our flight down.

The *deus ex machina* came when I found a clean, black, 2003 9-3 SE convertible, complete with the Viggan-style bumpers and seats I had always loved, along with those sexy double-three-spoke wheels. Wait. Sexy? Saab?? This was the moment when my long dormant, Saab-shaped pituitary gland pumped that mystifying hormone back into my system that makes me crave the NG900 convertible we owned when I first learned how to drive. At just the wrong time. Making matters worse, the Saab 9-3 was owned



**All photographs by the author.**

by the wife of the shop foreman at Austin's Maserati-Saab dealer and was priced affordably.

I'm sorry, Dan. I didn't mean for things to turn out like this.

Now, Dan has been known to admit his affection for Saabs from time to time... at least after a beer or three. But this he generally reserves for the ilk of classic 900s, particularly SPGs, and not for the later cars. Dan comes from a background of pushrod V8 trucks and big-engined motorcycles. He also likes variety. So to tell him that our chosen chariot would be a 9-3 convertible—a car maladjusted, at least compared to the Lexus, for such an extensive trip and the sixth or so Saab in my family's 10-year affliction with buying the things—was a task to be undertaken with gingerly tact. Or a slight bribe. I forget which approach I took, but I'm guessing I just agreed to pay for the first round in Austin. In the end it was my money, and Dan, without much of a fight, resigned himself to our situation.

Dan's friend Will picked us up at the Austin airport in a Volkswagen Passat. Dan and I started diagnosing the car's many problems as soon as we got in, which Will appreciated. I think. We concluded that the vehicle's primary issue was simply that it was a Volkswagen. This either relieved or angered Will; I sometimes read the two emotions similarly.

Will drove us to the sterile, sun-baked sub-development that housed our Saab. We exchanged cash and paperwork with the owner, and then followed Will out of the suburbs and right into the heart of Austin where he and his girlfriend were living. As a native northeasterner, Austin charmed me with its low sprawl and laid-back atmosphere. The barbecue was phenomenal, the beer was plentiful, and the traffic was nowhere near as bad as Austinites told me it was. Slow is one thing. Navigating the borough of Manhattan with one hand on the horn and the other pointing a middle finger out the sunroof is quite



## The Texas Lexus Cont'd

another. High population growth means the Austin traffic situation is likely worse now than when Dan and I visited, but I invite anyone complaining about southern city traffic to come up here and try to find the Holland Tunnel in a snow storm.

The black-on-tan Saab handled the Austin heat without complaint, and the electric top worked almost perfectly. The included wind-deflector that fit over the rear seats would prove a boon later in the trip as we struggled to keep the top down in decreasing temperatures and frequent rains.

All in all, our trip was off to a good start. Ok, so we had ended up with a front-wheel-drive, four-cylinder convertible with the chassis rigidity of a wet noodle in place of a stoic and proud V8-powered land yacht. But I became reacquainted with the nuanced graces of the Saab convertible. Forget about the thing being a sports car. Its overburdened front tires and ceaseless flexing will disabuse you of any such notion. But the accurate steering, so light and yet so full of feedback, complements the comfortable seats and iconoclastic Scandinavian style to create a sophisticated *boulevardier* that is more than the sum of its often mediocre parts. This was not a car designed to win *Car and Driver* comparison tests. It wasn't designed to win much of anything, really, aside from the hearts of owners and drivers.

And so we arrive at the lasting appeal of these vehicles. They are of a piece. The look, the feel, the affect—all are cohesive in a way that most modern cars cannot manage. The elastic throttle response of the turbocharged engine and the long throws of the five-speed shifter make the car rewarding to drive. You have to engage the machine fully to realize its potential. In a world of dual clutch transmissions, linear power delivery, and all-wheel-drive, many of the car's characteristics seem anachronistic. But it's this character of engagement, the focus with which one must drive the car, that makes it an unexpectedly brilliant road trip companion. The 30mpg fuel economy, solid highway ride, and quiet cabin with the top down and wind deflector up all added to the Saab's long-distance appeal.

Along our route, there were a number of other occasions where I had the chance to mumble something about how I didn't mean for certain things to turn out certain ways. I never intended to stay out so late in New Orleans. I certainly never intended to throw up in Ahmed's Uber in Nashville, nor to burn through my "Texas: We don't dial 9-1-1" t-shirt, which artfully depicted a handgun eclipsing the outline of the state, with a lit cigarette. Of course I also didn't mean for the nice police officer to order an almost-as-inebriated Dan to figure out how to get me back to our motor lodge before the bars even closed. (Hence



Texas continues on page 37.

# North American Saab Clubs and Contacts

## Alaska

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## California:

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 Manchester, NH 03108-4362  
 sonett1@hvc.rr.com

## New Jersey:

Jersey Saab Club  
 Looking for officers and members.

## New Mexico:

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

## New York:

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

New York Saab Owners' Club

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

Saab Owners' Association of Rochester

SOARny@gmail.com  
 www.SOARny.com

## North/South Carolina:

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

## Ohio:

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

Tristate Saab Club (OH, KY, IN)

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

Saab Club of Central Ohio

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

Buckeye Saab Club

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

## Oklahoma

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

## Pennsylvania:

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

Saab Club of Northeast PA

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

Western Pennsylvania Saab Club

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

## Tennessee:

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

## Texas

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

## Washington:

Northwest Saab Owners (Washington, Oregon, British Columbia)  
 Dan Morley  
 15701 Wright Bliss Road KPN  
 Gig Harbor, WA 98329  
 206-255-8398  
 www.nwsoc.org  
 blue69sonett@yahoo.com

## Utah:

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

## Washington, D.C.:

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

## Wisconsin:

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

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

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

## Canada:

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

Saab Club of Canada

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

The Saab Club de Montréal

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

## ONLINE CLUBS

The Saab Network

www.Saabnet.com

Turbo!

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

vSaab, The Vintage Saab Mailing List

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

vSaab, an unmoderated Yahoo Group

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

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

Editor  
**NINES**  
 30 Puritan Drive  
 Port Chester, NY 10573  
 ATTN: Clubs and Contacts  
 sbprods@optimum.net



# SCNA News

## President's Letter

Dear SCNA Members,

As I write this letter, we are making the final preparations for SOC 17 in Pomona, California. Planning for this convention has been an enormous undertaking, and I would like to thank all of the SCNA board members who have helped us despite the long distance for almost every one of us. While all of the board members played their own individual and vital roles, we certainly could not have done this without the help of Ria Levine, our Secretary and currently our only board member living in California. I would also like to take a moment to thank and congratulate Daniel Cahill for volunteering to finish out the term of SCNA Vice President. Daniel has been an active club and board member for the past few years, and he was one who believed strongly that SOC should come to California.

The SCNA board is currently working on developing a more predictable system for determining the locations of future SOC's, and through this we hope to find properties that better suit both our budget and our desire to host a comprehensive experience that Saab owners' realize is vital in the longevity of the brand.

One other area of focus is an increased involvement in the many local events that happen throughout the country. There are big events like eEurofest and Saabs@Carlisle, but there are also smaller events sponsored by

local clubs and dealers. In early July, I drove out to Rhinebeck, New York for a gathering of Convertibles at Vert Fest. The Milwaukee club recently put on their second annual meet-up, and there is one planned for early August sponsored by a shop in Ypsilanti, Michigan. Right after SOC, we will have Swedish Car Day in the Boston area and I just found out about another event in late September up in Montpelier, Vermont sponsored by Crossway Auto Center.

These are just a few of the events that Saab owners everywhere want and attend, and SCNA hopes to continue the work of supporting local events and continuing to help our members better share ideas, service information, parts support and friendship in order to keep our cars on the road for many years to come.

Thank you,

Sanford Bogage  
President, SCNA



### The Saab Club of North America, Inc.

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

The Saab Owners' Convention  
Permanent Web site  
[www.Saabconvention.com](http://www.Saabconvention.com)

*NINES*, The Saab Club Magazine  
30 Puritan Drive  
Port Chester, NY 10573  
914-937-6075  
[sbprods@optimum.net](mailto:sbprods@optimum.net)  
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[www.Saabclub.com](http://www.Saabclub.com)

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**REGISTER ONLINE**  
[crosswayautovt.com](http://crosswayautovt.com)

Original Saab orio  
365 River Street, Barre-Montpelier Road, Montpelier, VT  
Please call in advance for registration information.  
802.223.9580 sales@crosswaysaab.com



## Saab Clubs News Cont'd

**By Jerry Danner**

The Rocky Mountain Saab Club of Colorado participated in two Car Shows recently. Exotic Sports Car & Concours d'Élégance was the largest category, where 28 of our members participated showing their Saabs. Other car clubs presented as a group. There were more than 400 cars present, of very high dollar value. This was our biggest Saab Club event where we had every model represented from 1959 93B to 2011 9-4X. Yes, we had a 9-2 and even the 9-7. Missing some variants of the models however all models present.

We judged our own Saabs in three groups: 2-digit; 3- and 4-digit; and hyphenated models (9-3, 9-5, etc.).

Bruce Harbison chaired the judging while Jerry Danner chaired our Club event.

The second was the Scandinavian Mid-Summer Festival held in Estes Park Colorado. This is our 4th year of participation. 13 Saabs were represented.



*All photographs provided by Jerry Danner.*



## The Texas Lexus Cont'd



the Uber. Our Saab was safely stashed in the motel lot during our depraved rampage.) Dan may or may not have meant to kiss the friendly bartender we met on the cheek while she was still on the clock, but at least she was smiling in the picture I took of all of us.

Our good-natured but overwrought Nashville shenanigans led to one final certainty the next day: namely, that Dan and I never meant to be the two most hungover humans ever to enter the parking lot of the National Corvette Museum in Bowling Green, KY. This is saying a lot for a Corvette museum. The museum was a great place for car people, with wonderful exhibits and what must be the finest collection of Corvettes anywhere in the world. Bowling Green is the town where Chevrolet produces its American sports cars, so many enthusiastic owners make full-circle pilgrimages to the museum and factory grounds from all over the country.

We had a long slog through the rain after the Corvette break. The top remained firmly in place that day, unlike the contents of my still-nauseous (but somehow not yet empty) stomach. Needless to say, we only ordered food at the bar that night in Charleston, WV. The foliage bounding the majestic Kanawha River was turning autumn's usual ochres



and auburns, pale yellows and Cabernet-hued reds. This was a clear indication that, after a few days of driving, we had emerged from the south and were approaching the familiar and cooler climes of the northeast. We had seen Texas, Louisiana, Mississippi, Alabama, Tennessee, Kentucky, and West Virginia. Next stops (at least for me—Dan and I parted ways back in New Jersey) were Maryland, Pennsylvania, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, and Vermont, and then back down through New England from Brattleboro, VT, to return to New Jersey and stash the new convertible in my parents' suburban garage.

**Part 2 in the next issue of NINES!**



# 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:** 25<sup>th</sup> of every odd-numbered month for inclusion in the next issue.

Mail ads with full payment to:

**SB Productions**  
**Saab Classified Ads**  
**1729 Lynnwood Trail**  
**Austin, TX 78727**

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

### 2008 Saab 9-5 SportCombi.

Color: Snow Silver - Trans: Automatic - Mileage: 132,008 - Price: \$5750 We've decided to buy a newer car with hi-tech safety equipment, e.g., adaptive cruise control. Unfortunately, Saab doesn't offer such package. This Saab has served us well and needs nothing. Everything works plus it has received all of its scheduled maintenance on time. Mounted on OE alloys Michelin Ice-Xs are included.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17062862541dhogb>  
 Contact: David Hogberg, Marshall MI  
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17062862541dhogb>  
 Phone: 517-629-4834.

### 2006 9-3 Aero V6.

Color: Black - Trans - Automatic with paddle shifters - Mileage - 120,000 - Price: -\$4,500 OBO. This car has been meticulously maintained, is in excellent condition, and is a rare V6 Aero. All maintenance records are available and photos on request. \$4,500 OBO.

Leon Larson Gainesville Florida.  
 e-mail: [ljgville@aol.com](mailto:ljgville@aol.com).  
 352-373-2430, mobile - 352-538-4904.

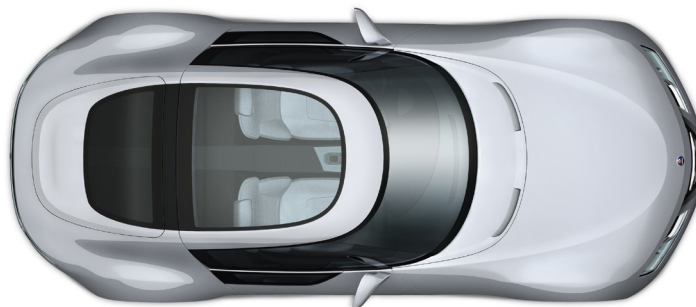


### 2000 9-3 Viggen Convertible

Color: Lightening Blue - Trans: Manual - Mileage: 48,xxx - Price: \$12,500 2000 Viggen Convertible Survivor. 48,xxx mile two owner car garage kept from day one with original paint and up to date service. The Lightening Blue exterior is a great contrast to the black and blue leather interior. The convertible top works as designed as well as all other gauges, accessories and features. The black trim and black weather striping remains as new as does the carpet and glass. The rims have been refreshed to look factory new and with the new tires, this car looks like brand new. With a new battery, this car is ready to be enjoyed by any Saab enthusiast as an everyday driver or simply part of an collection. Please call with any questions, you will not be disappointed. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#17071057541lwick>  
 Contact: Leith Wicker, Wilmington NC  
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17071057541lwick>  
 Phone: 910-612-2535.

### 1992 Saab 900

Color: Green - Trans: Automatic - Mileage: 200,000 - Price: \$2995 Beloved car of one-woman-owner. Northern Virginia. Serviced at Saab dealer and also Saab specialist (Louis) at Autoscandia in Herndon, Virginia. Recent service as of May 8, 2017 included new steering assembly, replacement of left inner and outer CV boots, replaced upper and lower radiator hoses, replaced spark plugs along with cap and rotor, replaced all four ball joints. Replaced valve cover gaskets and other miscellaneous small things including backup lights. Total costs May 8 were \$3581.74. Can fax you the Autoscandia bill. This past week the backup lights stopped working and the screws that hold the rear view mirror came out. The car needs new tires. The interior is in medium shape. The radio/stereo is mediocre. The odometer stopped working at 177,000. BODY AND UNDERBODY IN FINE SHAPE. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#17061779441arow1>  
 Contact: Anne Rowland, Upperville VA  
 Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17061779441arow1>  
 Phone: 917-439-3116.





## Classified Ads Cont'd

### 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

#### 1973 Saab Model 96 Parts.

Restoring a 1973 Saab model 96; will buy all parts; NOS/oem; good used for a V4 Cologne engine as well as brake and clutch parts; wheels, radiator, fan, shock absorbers.

Contact: Joe palmer, Philadelphia PA  
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=170616jpalm>  
Phone: 215 574 5050.

### Parts and Miscellaneous

#### Books and Service Manuals.

More than 200 different titles of factory original Saab manuals available for sale. 9-3 shop manual, \$35. 9-5 shop manual, \$35. 9000 shop manual, \$35. 900 (1979-1998, please specify year) service manuals, \$15 - \$48. Earlier models also available. See [www.books4cars.com](http://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: Send \$40 for one year, \$75 for two years (USA only - International [including Canada] is \$45 for one year, \$85 for two years, **checks made out to "SB Productions LLC"**) to

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**Austin, TX 78727**

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

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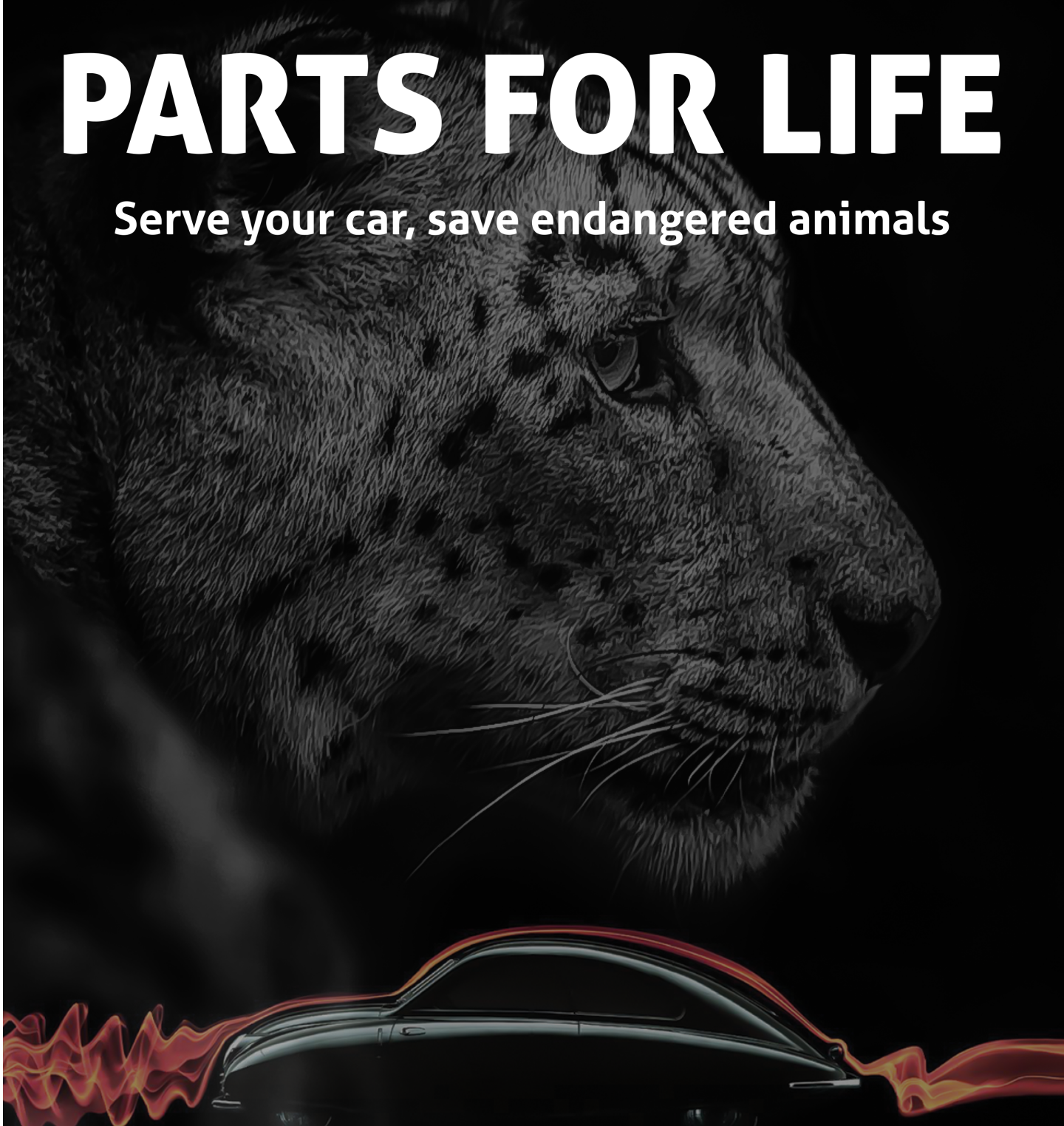
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