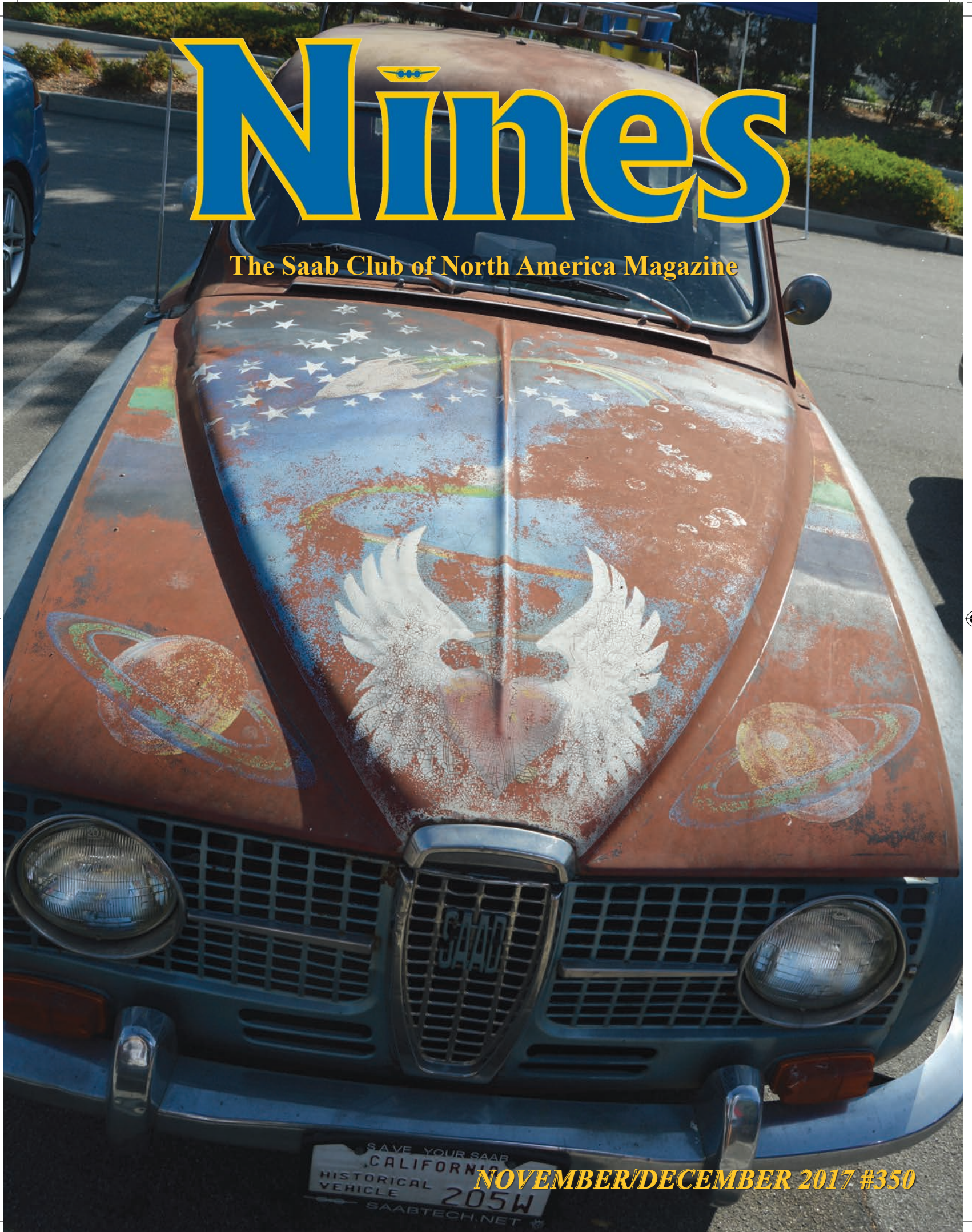


Nines

The Saab Club of North America Magazine



NOVEMBER/DECEMBER 2017 #350

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Contents

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Editor's Notes:

The cover shot is of Walter Wong's 95 wagon, seen at the Saab Owners' Convention 2017, photographed by Seth D. Bengelsdorf. A full report of the convention starts on page 8.

Also at the convention was Saab friend Jerry Danner who brought "Uncle" Bob's 1959 93B. Jerry trailered the car; the full story of that adventure is on page 13. Tom Donney, who has driven his elderly Saab of about the same vintage to the 2009 convention in Colorado run by the Rock Mountain Saab Club including Jerry Danner (I'll explain this strange pairing in a moment) is creating the Saab Heritage Museum USA in Sturgis, South Dakota. As Tom says, "I am taking many of my own personal cars and forming a non profit corporation called Saab Heritage Museum USA for the purpose of Education and Preserving these cars as a group for

Editor's Notes continues on page 29.

Letters

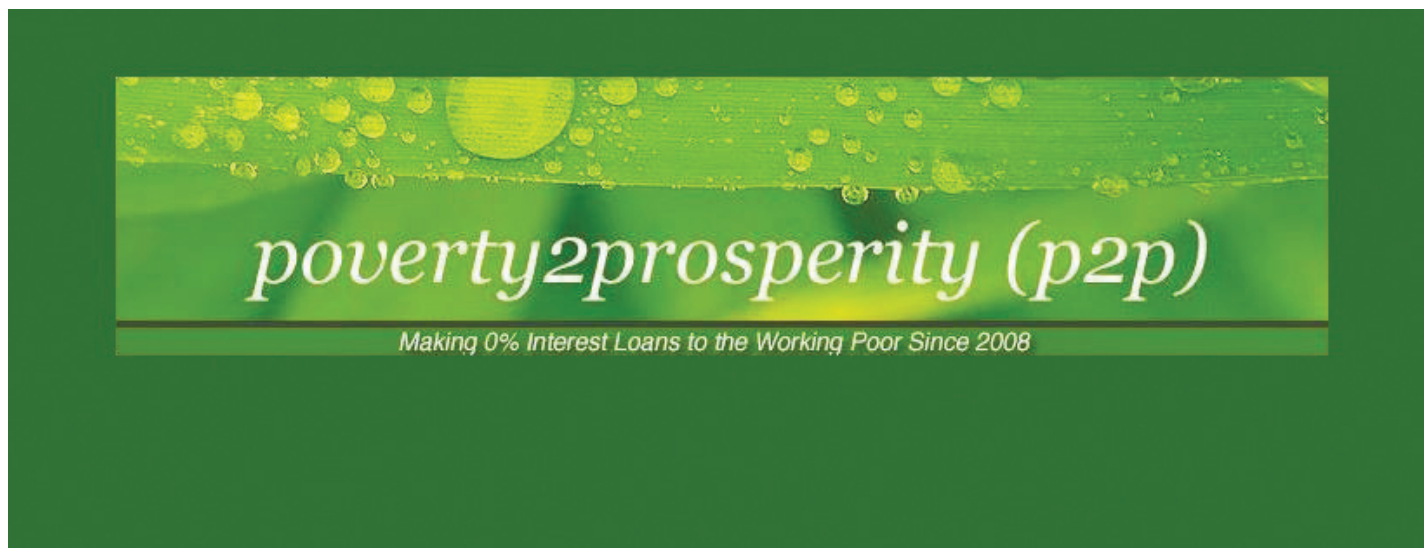
A Worthy Cause

The Saab Network (saabnet.com) and *NINES* Magazine have joined together to make a \$600 donation to Poverty2Prosperity.org (P2P). P2P was founded in 2008 by Scott Paterson, founder of Saabnet.com, to provide zero-percent-interest loans to the working poor around the world. Since 2008, 95% of donations have gone directly into making these loans and over all that time, the repayment rate today stands at an amazing 99.74%.

As soon as repayments are made, P2P turns around and puts the money into new loans, so this \$600 donation will keep making new loans into the 22nd century. These are help-outs rather than

hand-outs - we call them a renewable economic resource - and you can tell by the repayment rate that these people are very serious about working themselves out of poverty. P2P has a number of funds besides its General Fund, including those for Women Entrepreneurs, Youth (24 and under), Education (tuition and providers), Personal Housing, and more. P2P is a 501(c)(3) tax-exempt, non-profit, so donations are tax-deductible. If you're interested in making the longest-working donation you've ever made to a non-profit, you can't find one that makes your donation work longer!

Scott Paterson
Menlo Park, CA



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Lots of convertibles on these pages! Let's do one more!

Submissions to Letters are always gratefully accepted! Please make sure to include your name and address. Letters may be edited for content and length. Send your letter to:
Seth D. Bengelsdorf, Editor
NINES
1729 Lynnville Trail
Austin, TX 78727
sethbengelsdorf@mac.com

Letters cont'd



Enjoyable Car!

We enjoyed the "From the Archives" article about the 2007 diamond anniversary Saab.

My husband and I are the proud owners of a 2007 9-3 convertible (ice blue metallic). We purchased it in Saratoga Springs, NY about six years ago. It now has 36,000 miles on it.

We have a great time cruising around upstate New York in this beautiful vehicle!

Sheila Marlena
Marcy, NY



Not A Chance!

This is my 1986 Saab convertible. I've owned it since 1998. It's been a fun car. All original and in very good condition. I did replace the 5-speed with an automatic. I think that had something to do with "old age."

Dick Eastvold
Hartland, MN



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From the Archives

By Bruce Harbison

This Issue's Archive Article is from NINES no. 214 dated June, 1992. Tim Winker was the editor and publisher at the time and the article was written by Len Lonnegren, titled *Baja, humbug*.

"It was kind of a strange setting, but there we were, about half a dozen of us, hanging around a pick-up truck, drinking Mexican beer and listening to tales of how racing movies are made.

Telling us how films like Grand Prix come about was James Garner, the star himself. While he was talking we could occasionally hear the angry noise of a tuned Saab V4 in the distance. The car was driven by another movie star, Steve McQueen, with the passenger seat occupied by a somewhat frightened Swede named Carlsson. What the passenger said afterward about the driving abilities of the star is not fit to be printed in a family publication like this -- or anywhere else for that matter.

This all happened in November of 1969 in LaPaz, in Mexico's Baja California Sur province. We were waiting for the start of the prize ceremony for the 1969 Baja 1000, an 'off-road' race which Steve McQueen had not been able to finish, and in which Jim Garner, driving a seemingly giant Oldsmobile 4-4-2 was only able to finish second in class...behind a Saab V4.

How did we get to be at such a place, in a country where Saabs were totally unknown, and at a racing venue almost exclusively devoted to dune buggies and pick-up trucks?

Actually we got there by two routes: California Saab dealer Ingvar Lindqvist, a Swede who had lived in California for many years and was known as Mr. Saab of Southern California, since he had been servicing -- and sometimes selling Saabs there, long before they were generally available, had run the Baja 1000 the year before in a Saab 96 and had placed first in the passenger car (two-wheel drive) class.

Saab Motors had just introduced the Saab 99, and I had the honor of travelling with Erik Carlsson on the West coast in that connection. In several places, most importantly at the offices of what was then Competition Press (nowadays Auto Week) near San Francisco, people told us that Saab would do well with a serious effort in Baja. Someone even set up a meeting for us with the head of the organizing body, NORRA (National Off-Road Racing Association), so we could see films from earlier events, and learn more

about the 1969 running.

Listening to these people, and to Ingvar Lindqvist, we felt that maybe they were right. Erik had retired from active rallying a few years earlier, but wanted to return to the action. We decided that he would suggest a Baja entry to the Saab powers in Sweden, while I would try to convince Saab Motors President Ralph T. Millet in Connecticut.

We both succeeded. I got the necessary U.S. support, and some funds; Erik got the rest of the money, manpower, and a couple of quite different Saab V4s.

One of the cars was taken off the assembly line in as rudimentary a state of finish as was possible. It went straight to the Trollhättan competition shop, where it was totally taken apart, and put together again with a few extras, like: Heavy duty parts wherever possible; special exhaust system, with the tail pipe along the side of the roof; handlebars and footrests for someone to ride on the back, just in case. Of course, the engine had been tuned as much as was possible, still retaining reliability.

The second car was somewhat simpler. It looked like the real thing, white paint, roof exhaust, decals and all, but it was otherwise a pretty stock V4, in this case designated as a practice and eventually photography car.

Both cars were air freighted to Los Angeles, and the Saab team, with Erik Carlsson, co-driver Torsten Åman (today PR manager for Saab Sweden) and super competition mechanic Leif "Malin" Melin, set up shop at Saab's regional office in Torrance.

While Malin prepared the race car, Erik and Torsten did something very few Baja competitors at the time bothered with. They practiced in the other car, and reconnoitered the entire route -- twice. Torsten wrote copious road notes, covering practically every yard of the way, the way they used to do it in Europe. At the start in Ensenada a few weeks later, Åman's notes were admired by many, and he could probably have made good money selling copies.

One thing the two of them discovered was that the Baja peninsula is rough country. Roads are really non-existent. What there are, are dusty trails and tracks, with lots of rocks and bumps. The bumps were so tough that Erik felt he needed something like a kidney belt for the race itself. The wife of a friend made one -- from two of her old girdles.

From the Archives cont'd

Aircraft came into service a lot during the Baja -- and still do, although I assume there are many more helicopters these days. By the time the race started we actually had the services of four aircraft, two of which we paid for. But a big problem was that aircraft are not allowed to fly in Baja at night because there are no illuminated landing strips...and it was at night that we could have used their air support. Air strips are also pretty far apart, and whoever has heard of a race car breaking down at a service point. (At one point our pilot actually planned to set down right on the "road". Fortunately his passengers were able to stop him.)



The 1969 event was the third scheduled Baja 1000, if I'm not mistaken. The earlier ones had drawn mainly four-wheel drivers, one of whom was Bob Sinclair, who drove a Volvo-powered dune buggy, and finished both times he entered, once on only three wheels. By 1969 there were big bucks and big names around, like Jim Garner with his Olds, and Steve McQueen's monster vehicle that looked like the Humvee of Desert Storm renown.

A lot has been written about Saab and the actual running of the 1969 Baja 1000 - the best account I believe is told by Torsten Åman in Anders Tunberg's excellent Saab racing and rally history 'From Two-Stroke to Turbo'. I can't add much to that, since I spent most of the time in an airplane rather than on the ground. Suffice to say that Jim Garner was pretty

surprised, when he was passed, time after time, by Erik. That was between the times that Saab was stopped because of recurring driveshaft problems. When Garner finished, he believed he was way ahead of the pesky Swede and had the class won, only to learn that Ingvar Lindqvist with co-driver Sven Sundqvist had passed him using a different route, (and driving a car that Ingvar had used in Baja the year before, as well as for some other similar excursions). McQueen wasn't able to finish at all. The final results included three Saabs: Lindqvist/ Sundqvist first in class; Carlsson/Åman third in class; and in sixteenth, a Saab 99 entered by the Saab Rocky Mountain distributor (*The late Dick*

Catron, owner of Saab Southwest in Denver, Co).

Which led us to the LaPaz gathering. Jim Garner, a true gentleman and sports man and a pretty good driver to boot explaining to an admiring Saab service crew how he starred in Grand Prix and Steve McQueen showing his 'Bullitt' type driving and scaring the wits out of Erik Carlsson by driving a very hot Saab V4 Baja racer through the streets of LaPaz at full speed- chickens, pigs, but thankfully no humans, scattering out of the way.

Then the prize ceremony, with lots of Margaritas and Miss Hurst Shifter, Linda Vaughn, presenting some pretty ugly trophies. I wonder whatever happened to them, especially the big silver bull.

Were Saab's Baja entries worth the expense? I think so. When you're small, and practically unknown, you have to try some pretty unorthodox ways of gaining recognition. One such way was the Saab entry in the Baja 1000. Was it fun? You bet, and exciting, too... and we did come back for the 1970 race with a bigger team."

Len Lonnegren worked for Saab in the U.S. from 1963 to 1989, handling public relations.



SOC 2017

Concours - 93

First Place - Jerry Danner



Concours - c900

First Place - Jeremy Morrissey



Concours - c900cv

First Place - Curtis & Carolyne McLeod



Concours - 9000

First Place - Jim Beetham



Concours - ng9-3 Convertibles

First Place - Steve McCoy



Concours - ng9-3 SS/SC

First Place - Don Goguen



SOC 2017 Cont'd



The 2017 Saab Owners' Convention (SOC) in Pomona, California is now history. The amazing group of Saab owners and Saabs totalled more than 250 people with more than 120 cars. Some Saabs were more unusual than others.



Judging for the Concours was serious. Here John Moss checks for the proper cork behind the bumper overrides.



Cleaning and prepping the cars for display was a community affair.



Tim Colbeck was the President of Saab Cars North America. He now is the CEO of Orio North America, exclusive source of Saab Original parts. He spoke at one of the convention dinners.



Oldest to the newest generations were all accounted for.



Bud Clark's amazing Quantum was on display outside the meeting and dining rooms.

SOC 2017 continues on page 32.

Saab Clubs News



The Saab Fans From Texas Group took advantage of some recent afternoon sunshine to enjoy a lunch gathering in North Dallas. Photographs by Darrell Edwards.



Photographs by Matthew Stephenson from the Saab Club Canada's annual winery tour.

Saab Clubs News Cont'd

Crossway Auto Center Car Show **Words and photography by Mark J.**

McCourt

Additional images courtesy of Brad Lauzze

Note: Mark is Associate Editor for Hemmings Motor News.

A deep passion for Saab has been at the heart of Crossway Auto Center –profiled by Roger S. Harris in *NINES* #349, September/October 2017– since this Montpelier, Vermont, establishment’s founding as a Saab-exclusive dealership 29 years ago. Now selling and servicing a selection of imported and domestic marques, this Saab Official Service Center is in the capable hands of sales manager TJ Foster and service/parts/general manager Ryan Pierson. TJ, Ryan, and their staff devised a great way to raise Crossway’s profile among New England Saabers, to give back to their loyal clientele, and to create an enjoyable new



SCNA president Sanford Bogage completed the Hirsch Performance transformation of his 2011 9-3 2.0T at this show by having it Hirsch-tuned to 240 hp. Photographs by the author.



Representing Hirsch Performance at the Crossway Auto Center Car Show was Swedish Motorsports’ Keira Lauzze, joined by Douglas Carter.

fall tradition, by hosting the first Crossway Center Car Show, a one-day event they aim to make an annual must-attend.

The 2017 Crossway Auto Center Car Show took place on the dealership grounds on a warm and sunny Saturday, September 23. More than 40 cars pre-registered, with arrivals streaming in up to the 10 am check-in. Crossway staffers had moved the dealership’s selection of pre-loved 9-3s and 9-5s –along with their Volvos, BMWs, Mercedes-Benzes and other used vehicles– to a lot next door to make room for their guests who parked their Saabs around the building’s perimeter. Upbeat music was pumping through the PA system, and Southern Hospitality Foods served hot dogs, sausages, pulled pork sandwiches and more.

After parking their Saabs in areas grouped by model year, attendees were encouraged to stroll through the showroom to enjoy complimentary coffee, apple cider doughnuts, and Saab-themed cupcakes from Froster’s Cupcakes, as well as to admire Douglas Carter’s fully Hirsch Performance-equipped 2011 9-5 Aero XWD, which had a place of honor on the floor. Crossway had a large tent outside, under which they were selling new OEM Saab parts, officially licensed merchandise, and detailing supplies, as well as a tantalizing selection of older Saab showroom banners, posters, and a surprising number of the Ur Saab-evoking paint color “frogs.”

Saab drivers were reassured to see an official Orio presence at the show, with Orio North America executive director of sales and marketing Marc Russo having driven up from Pennsylvania to share news of Saab Original Parts’s new PartsforLife.com campaign. And those owners of late-model 9-3s and 9-5s who wanted to make their cars faster and more distinctive, had the chance to work with Brad and Keira Lauzze of Swedish Motorsports, who traveled from Rochester, New York, to offer Hirsch Performance software tunes and other Saab Cars-sanctioned items from this Swiss firm’s catalog. Throughout the show, Brad installed tunes in Crossway’s service bay, and one attendee who took the opportunity to give his already-Hirsch-accessorized 2011 9-3 an additional 30 hp, was none other than SCNA president Sanford Bogage.

Of course, this show was all about the cars, and Saab enthusiasts brought everything from a 1958 93B

Saab Clubs News continues on page 12.

Saab Clubs News Cont'd

to a 2011 9-3X. The first class brought out a colorful selection of two-digit, three- and four-cylinder Saabs, with examples of the 93, 95, 96, and 99 present and accounted for. There was a great class of stock and customized Classic 900s representing this model's flat-front and slope-front years, while the 1994-2003 class included David Sander's 1994 Commemorative Edition convertible, the file-breathing 1998 9000 CSE of Matt Johnson, and Lucas Palo's silver five-door 2000 Viggen. The well-populated 2003-2011 class was home to crowd favorites like Malin and Fredrik Johansson's 2007 9-3 V-6 Aero convertible and Chad Rousseau's exquisite 9-3 2012 Griffin clone. The open class attracted a small group of top quality hot rods, muscle cars, and a 1969 Jaguar E-type Fixed Head Coupe that would earn that segment's top people's choice award.

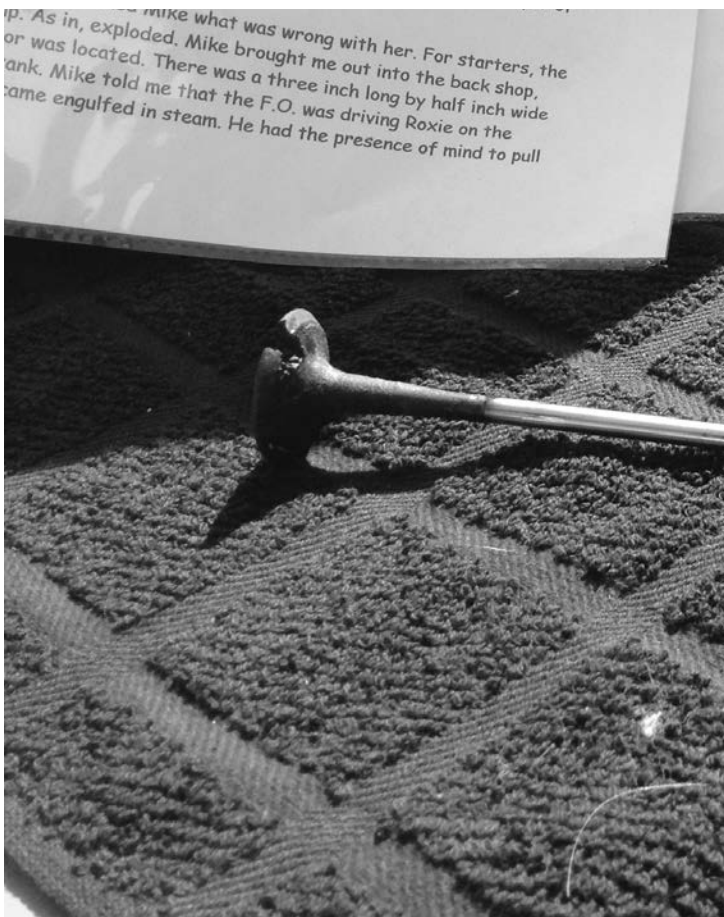
"It was hard to know what to expect, but we feel this show was a success, bringing in 42 show cars and between 120 and 130 people," TJ tells us. He explains that, for some time, he and Ryan discussed how to create an event where Saabers, and other car enthusiasts, could get together and share a day; with the help of the staff and TJ's wife, Jenna,



The author's 67,500-mile, five-speed 1999 9-3 coupe was honored with a third-place people's choice award in its class.



Augie Cruz's light blue 2007 9-3 2.0T Sport Sedan received a Hirsch Performance tune from Brad Lauzze. Photograph provided by Brad Lauzze.



This damaged valve came from the recently rebuilt B205R engine of Linnea Krajewski's 2000 9-3 SE HOT, "Roxie."

these Crossway principals were finally able to make it happen. "We wanted to showcase what we do as a dealer, what Orio does, and also, how many people still love and support the Saab brand. We hope to make this an annual event, and to keep it growing."

Saab Clubs News continues on page 19.

SOC17 – The Trip Home

By Jerry Danner

For those who know me, know I have 4 gorgeous 96s and one historical 93B. I tend to keep those cars clean and mechanically sound, indoors, and check the weather report before I drive them. SOC17 was remarkable and you have seen many pictures of the event. Here are some you have not seen. What is wrong with these pictures? I usually fly to SOC's and badge my rental car with over 100 Saab badges. This year California was close enough for a road trip. My two other drivers are a 1994 C900T CV and a 2006 9-5 AERO Package. I do not keep these two cars pristine as I have seen others do; however I feel my cars are something like tools. With my 1994 C900T CV I have towed my show cars on a two-wheel dolly to Detroit (SOC07) and Seattle SOC15; picked up and delivered customers' cars; bought cars, towing them back to Denver; covered many miles of dirt roads fishing; done construction projects, and demoed and rebuilt my home using the 900T CV almost like a truck towing a trailer. People at the landfill say "Nice truck!" I would lie to think the 900T CV is bulletproof--however almost so. I learned this technique from Chuck Andrews: when he sold a car, he would deliver it wherever in the USA, driving thousands of miles, and did this with a 1989 900T 3dr 5-speed.

I decided to use my 2006 9-5 and tow my 1959 93B on a two-wheel dolly to Pomona. The car and trailer were under 2,100 lbs. The good news is I made it to Pomona for SOC17 with the 93B. I am glad to show Bob Sinclair's Saab in California as Bob lived in Santa Barbara. The bad news is that I did not make it back to Denver because I blew my 2.3L T engine on I-15 just out of the LA basin up the long 6% uphill grade. Lost power, smoked to the point where I could not see the cars behind me and knocked excessively, coasted to the side and I was done for!! Sitting helpless, I started making calls. I think I melted a piston or two.

I am thankful for having great friends. We were all leaving Pomona at the same time Sunday around noon. John Moss and Gary Stottler stayed at my home on the way to Pomona. Gary and John left a day early to Pomona to go to Santa Fe, NM to visit Jim Smart. I caravanned with Jim Beetham to and from California. On the return trip, John & Gary were going back to my house for the night layover



Jerry Danner, coming and going. Photographs provided by the author.

before heading back East. Jim was a little ahead of me when I called Jim. He turned around to help me. Jim called Gary. He was 50 miles ahead of us. Gary & John were in a truck so when he arrived, he hooked up to my 1959 93B on the two-wheel dolly and towed it back to Denver. The 93B was safe.

I was busy making arrangements with AAA and U-Haul. I reserved a 10' U-Haul Box Truck with a car hauler trailer. All I needed to do is get to U-Haul. I disconnected the trailer from the car, AAA loaded the 2006 9-5 on a tow truck, and off we went 60 miles, backtracking to the closest U-Haul that had a truck and trailer in the LA Basin. Jim stayed with the 93B and trailer till Gary and John arrived. I got to U-Haul at 4:30pm Sunday. They close at 5:00pm. Rented the truck, loaded the car and I was off to Denver at 5:30pm.

Expensive!! \$1,700 one-way rental to Denver plus 9 miles per gallon.

Made it back to Denver with the car, took it to my shop where the car sits as we are assembling a replacement motor. I will post articles will on what I found. My plan is to install a re-ringed, new-bearing short block from a 1997 9000 AERO in the 2006 9-5, and use the 2006 head with a paper gasket because the piston tops sit little taller and will hit the head if you use the metal gasket. This will work as we have done this before. 1997 9000 engines are bulletproof.

I make it a priority to reach out to help others. I want to thank Gary, John and Jim for being there when I needed the help. Without them it would be very difficult for me. I also want to thank all the SOC17 attendees heading east back home on I-15 that saw me broken down and honked their horns as they passed by and waved.

Takeaway from all of this is 9-5s do not make reliable tow vehicles. Keep them gentrified. They are there for looks and comfort and do not expect them to do what they are not rated for. Stick to the C900T CV for the workhorse.

To be continued.....



Pomona or Bust

By Quinn Morley

The plan was to leave Gig Harbor, Washington (near Tacoma) on Tuesday 8/15 and be at the 2017 Saab Owners' Convention in Pomona on Friday afternoon. We had three overnight camping spots on the schedule. The "flight crew" for this road trip consisted of Melissa, Grizzly (a 3 year old Husky/Aussie/Blue Heeler/Pointer mix), and myself. We left on time, around 10:00 AM Tuesday, in a fully loaded 1995 Saab 9000 Aero towing a 1989 Teardrop American

Tuning Event only three days earlier. This procedure is great for 94/95 9000 Aeras with TCS, and can really increase reliability, sometimes even performance. Mike does a great job of it, he even does the extra work required to keep the Tachometer and Air Conditioning working (AC of course would be vital on this trip). We hit the road and driving the car you could almost forget the trailer was even there. A well-tuned 9000 makes an excellent teardrop tow vehicle; both the power and brakes are more than adequate. The trailer only weighs 400 lbs empty, was made in



Outbacker camping trailer. The car was running tip top, after just having the TCS system and electronic throttle deleted by Mike Digiorgio at the annual Scanwest Customer Appreciation BBQ & Performance

Wenatchee, WA, and is made out of polyurethane plastic. Fully loaded it is probably closer to 700 lbs.

Cruise control was a thing of the past for this car, a

Pomona or Bust Cont'd



casualty of the TCS delete. That didn't seem too bad though, since on open freeway the car was happy at about 75 MPH. That seemed great to me considering we had a 6-hour haul that first day, which was the longest leg of the trip down. The first leg of the trip was a straight shot down I5 to Eugene, OR, where we would head East on OR-58, through Oakridge and over Willamette Pass. This is a beautiful pass through thick forested areas opening up into great viewpoints. Our destination was Waldo Lake, a pristine alpine lake only 12 miles off OR-58, 18 miles east of Oakridge. Waldo Lake has had recreation facilities since 1939, but has a very secluded and undiscovered feel to it. We met another camper named Phil who was traveling with a VW Van about the same vintage as my Saab, and he offered us a site for free that they didn't end up using. Phil has been camping at Waldo Lake since 1961, which I found incredible. The smoke was pretty thick at Waldo, (so much so that you could taste it), so a well-intentioned hike around the south end of the lake was cut short. Before we succumbed to the smoke I threw the dog off a dock (he looked like he could use a dunk). We thought the smoke was odd, since Eugene and Oakridge had no smoke at all. Later we would find that Eastern Oregon and much of Northern California had very thick smoke, which would even play a role in the upcoming solar eclipse, as Eastern Oregon was heavily publicized as the best place around to view the eclipse. We had sausages and potato salad, some Coke and Rum (not Rum and Coke) and called it an early night, as we wanted more time at Shasta Lake the following day.

The second leg of the trip was the shortest of the trip, at 4 hours and 15 minutes. We headed East on OR-58 and in a few minutes we were over the crest of the Cascade Mountains and the vegetation quickly changed to a Ponderosa Pine forest, seemingly in the blink of an eye. Coinciding with this change of scenery was even more smoke. The car was happy to do 80 MPH on the rolling hills east of the Cascade crest, and we got to US-97 without delay.

Once heading South on US-97, we hit some construction traffic, at which point I noticed a noise coming from the transmission. It is a loud bearing noise coming from the input half of the transmission... i.e.,

you can't get the noise to happen when the input shaft isn't turning, like when you coast with the engine off and the shifter in neutral. It also will make noise with the car in gear with the engine running and the clutch in, but only if the car is moving. This seemed odd to me since I had expected the noise to be the throwout bearing. As a precautionary measure I pulled over to a dusty dirt road to make sure the gearbox had fluid in it. At the time I didn't think to use the engine dipstick to check the gearbox fluid level (as Larry estergaard mentioned to me later), and I knew I didn't want to remove the level plug on the side of a dirt road, so I decided to add some fluid just to be safe. Melissa was kind enough to fashion a paper funnel for me, so I removed the fill plug, and added a quart of synthetic motor oil. There was no evidence of fluid loss so I assumed the noise would surly get worse and lead to catastrophic failure. Adding a quart would at best help my situation and at worse would result in an additional quart of oil exploding all over the road in a few miles. When I went to back the car out of this little dirt road, I turned hard to the right avoid the front tire hitting a deep pot hole. The trailer pinched a little too much and dented the side of the car just under the taillight. Bummer!

My sister Kaylan Morley (who I bought the car from) indicated the transmission had been rebuilt at Scanwest Autosport a couple years ago, so I called up and talked to Rob, the owner and transmission expert at Scanwest. He reassured me that any noise coming from the two bearings on the input shaft wouldn't be a big deal because he had only seen those bearings fail once or twice in his career. I was already heading south again on blind faith at this point, so his reassurance was enough to keep me going. For all I know he was feeding me a line to keep me in the game, like Harry in Days of Thunder: "Those tires are matched perfect and staggered special!" At any rate, I was convinced. Rob also suggested that I should avoid further full-throttle second-gear passes up mountain highways. I very reluctantly agreed.

We had a very nice drive down US-97 and stopped for gas in Mt. Shasta, CA. The temperature in Mt. Shasta was about 85F. The price for 91 Octane was \$3.09 (this is important for later). A little over an hour later we arrived at the very nice Antler's RV Resort and Campground, at Shasta Lake, CA. I got out of the car to walk to the office and felt like I stepped into an oven. AccuWeather has the high for that day at Shasta Lake at 103F and I don't disagree. We had no reservations but were able to get the only campsite with a lake view, which is a tent site (formerly two tent sites, so it was huge), and we were able to camp there with the trailer. Teardrop trailers fit

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Pomona or Bust Cont'd

great at tent sites, and a lot of places will let you do this, but at times it is controversial or not allowed. Even more controversial is a little tear drop in a 50-ft-long campsite with full hookups at a sold-out campground, but that's a story for another day. Saabs and Saab people never seem to conform to society's expectations.

To stir up even more controversy I told Melissa how John Collins is world famous for scavenging firewood and hauling it around in his Saab 48 trailer (half of a 96). So inspired by telling the tale, I proceeded to steal firewood from all the empty campsites that had leftover pieces in their fire rings. I got the stink eye from a couple of other campers who were probably planning on doing the same thing. Melissa went swimming and even drug Grizzly into the lake with her (his Husky instincts keep him from going in more than chest high normally).

We had originally planned to stay at Shasta Lake most of the day on Thursday but decided to leave as early as we could because the Saab seemed more hospitable than another 103F day. We had a nice drive down I-5 and stopped at a Subway for lunch. When leaving Subway I tried to back the trailer out of the parking lot instead of turning around. This was going fine until I backed the front tire into a curb, which tore the mudflap part way off the Aero. Apparently this time I was too closely fixated on the trailer. Later that day we stopped for gas near Gustine, CA and paid \$3.99 for 91 Octane, a full 90 cents more than the day before at Mt. Shasta.

Our destination for Thursday was the San Luis Reservoir near Los Banos, which we expected would be a furnace due to the lack of shade in the area, but actually was at least 15 degrees cooler than Shasta Lake and had a nice strong breeze. We managed to find a spot that had some shade and a good view of the reservoir. As soon as I got out I noticed the mudflap hanging on for dear life so I had to get out some tools and remove it and store it in the trunk. I tried to fix the starboard-side dent the trailer had left using my hands and a couple well placed kicks from within the trunk but I wish I hadn't; it will just make it that much harder to have any paintless dent repair attempted.

We had some drinks in the shade, kept the dog cool with melt water from our beverage-only cooler and relaxed until the sun started to go down. San Luis was a beautiful place even if it didn't have that much shade to offer.

The fourth day of our trip was the "trip to the big city." We had pancakes for breakfast at the campsite

and then headed for Los Angeles. The drive started out easily enough but once we hit Newhall Pass things started to get interesting. Two things stand out about California to a road trip visitor: for one, there are an astonishing amount of civil engineering feats to be seen while driving through the state. This pass and the interchange on the far side of it are no exception. Second, the laws in California are strange. The speed limit for most of I5 is 70, but usually following the speed limit 70 sign you'll see two addenda. The first is a sign that says "Trucks 3 Axles or More, 55 Maximum." Okay, that's great; I should be in the clear considering I'm not a truck. A few hundred feet later we are greeted with another sign that says "All Vehicles When Towing 55 Maximum." Shucks! To make matters worse once we are in Newhall pass we get another sign: "All Vehicles When Towing Right Two Lanes Only." So now I'm breaking two laws by going 70 and using the 3rd lane on occasion when passing trucks. Once we started to come down the hill into the San Fernando Valley something interesting started to happen. Melissa was asleep when the air conditioner started to spit out chunks of ice and drops of water onto both of us. I quickly hit the Econ button on the climate control so the evaporator could start to defrost a bit. My guess is the change in humidity combined with the AC already operating at maximum output lead to a quick ice build up on the evaporator. Or, there had already been ice buildup and a sudden change in temperature or humidity lead to the ice cracking and falling off. Either way I started laughing so hard that it woke Melissa up. She just went back to sleep, I don't think she even fully realized what was going on. And so we were in Los Angeles.

We were coming into town around 2pm on Friday, so only slightly ahead of rush hour, although some locals joked to me that it is rush hour all the time. Traffic wasn't bad but it took us about an hour to get through town to Pomona, maybe an hour and a half. It seemed like an eternity though. I've always hated the fact that once you are in a city there are no more rest areas and a lot of the smaller businesses won't let you use their bathroom, so it's always a decision between going to your final destination directly or stopping at some huge retailer like Wal-Mart which always takes longer than planned. We decided to just stick it out. We looked like a raggedy bunch when we got to the hotel. I had booked us two nights at the Sheraton; I figured by then we would be happy to have AC, showers, clean sheets, etc. and I was right. My personal favorite thing about the hotel was the ice machine. After having to be careful about keeping the coolers cold on the trip down through the California desert it was a relief to have unlimited ice. I do mean unlimited; if I would tap-out our ice machine on the 2nd floor I would just head upstairs and hit up

Pomona or Bust Cont'd

the one on the 3rd floor. An astute observer would notice a puddle under the back of the teardrop at all times, that is where the free ice ends up. The teardrop has a hand-pump sink and molded cooler in the kitchen area, and both drain into a tube that outlets just behind the axle, so the ice melt drips out on to the ground. I was putting about two cooler loads of ice in there per day.

Dayna Holiga found me wandering around walking the dog by the hotel and took me over to registration. After checking in it felt great to go back to the room and do nothing for a couple minutes. Then I realized I had to wash the car and trailer before dinner, which seemed like a monumental task, but the pressure washer in the car wash area really helped to speed things up. The trailer is solid plastic so pressure washing counts as washing, and you don't have to worry about messing up the paint. Driving for 6 hours, getting checked in, walking the dog, and washing the car and trailer was more than one day's worth of work but we still had the welcome dinner ahead of us... long day! Dinner went well and we all learned how to say Orio, "oh - rio!"

Saturday was a very busy day. It started off on a great note with during breakfast. Instead of the buffet we decided to get menus, and that decision really paid off. I guess I had forgotten I was in California, because I was really impressed with how dramatically French toast can be presented, and of course everything is farm fresh and locally sourced, no expense spared. As we were finishing our meal we overheard another convention attendee clumsily strike up a conversation with Mike Brewer from Wheeler Dealers, who had just sat down for breakfast. It actually turned into quite a hilarious exchange, it went something like this:

SOC Attendee: "Excuse me, I love your show, I just can't remember your name."

Mike B: "Oh don't worry, that happens all the time. My name is Pitt, first name Brad. People usually recognize my wife Angelina first. I've put on just a bit of weight recently."

SOC Attendee: "Haha that's great, yes your show is great I think I've watched every episode."

Mike B: "Thanks for remembering my name, then; it means a lot."

Mike B: "Are you here with the Saab Owners then?"

SOC Attendee: "Yes I'm here with my Blue Saab 96."

Mike B: "Light blue or dark blue?"

SOC Attendee: "More of a baby blue."

Mike B: "Yes I've just seen it, a garbage truck has backed in to it, and there are a crowd of people

trying to find the owner, is it you?"

More than a few guests in the restaurant were getting quite a kick out of this, including Melissa and me. The British have a way with sarcasm that we just haven't figured out yet. Mike went on to comment how we have ruined the English language that they had given us, and someone was making fun of him for using the phrase garbage truck just as an American would, when a 3rd person comments "Don't you mean a rubbish lorry?" I guess they should never turn the cameras off this guy. What a great way to wake up after such a long day the day before: coffee and British comedy. I think I've watched British comedy in the morning before but only when the cable was out.

Between parking lot tire kicking sessions, stocking up on free ice, keeping the dog from getting heat stroke, Saturday was shaping up to be quite a day. Larry Westergaard and I got to talking; this is when he informed me that I could have just used the engine dipstick to check my transmission fluid level. I would say he is wise beyond his years, but he has a lot of years under his belt at this point (is the sarcasm working?) Larry pointed out to me that he was the ONLY Saab 99 there which is a true tragedy, they are such amazing cars. There were also no 9-7X's at the convention, so Larry could have been the only one of those if he had taken his 9-7X instead of the 99.

On about my fifth ice trip to the trailer I couldn't even get to my car because some guy that looked a lot like Brad Pitt was standing around with a whole film crew right next to my car. Wheeler Dealers had prepared a yellow Saab 96 for sale for their newest episode, and was selling it at the convention. The reason they were standing around my car, though, is they were interviewing the owner of the Monte Carlo Yellow Viggen that was parked next to me. Typical; I can't count how many times my rally car has been cropped out of a shot or I've been told to go park somewhere else because someone famous is supposed to park there. No rally car this time, but somehow I'm always in someone's way. I found the whole situation amusing, even contemplated interrupting to call him Brad, but decided against it. I snapped a few pictures, deposited my free ice in the trailer cooler and got away from the frenzy. I can't wait to see the episode; it is always a treat when Saabs get television attention.

We figured the group photo would be enough of a circus without a car towing a trailer jockeying around, so we made a covert escape and took the opportunity to run to Wal-Mart and get a few things

Pomona or Bust continues on page 28.

On The Column



**By William "Chip"
Lamb**

Who's This Bob Guy, Anyway?

Summer is passing us by; technically, it's already Fall, that is, if the next page on my calendar is correct. And if you're like me, your e-mail inbox is a clutter of advertisements for Pumpkin Spice Golden Spectro, eBills, eNotices, eNewsletters and eJunk all mired together with actual messages from clients, colleagues and friends. Amazingly, two such actual e-mails missed the Hormel filter and reached me this morning. One was from an old New England Sonett Club member asking for help in selling some cars, while the other came from a former West of Sweden client and old SAAB, friend Bob Miller in Arizona, applying to take over this Column in response to my closing paragraph last issue.

I had all but assumed that the next eighteen years would be much as the last had been, for my appeal went out to you, gentle readers, solely in hope of some vintage SAAB content in this space that I hadn't already read hitting my mailbox every so often. In fact, receiving my copy of NINES every few months will be that much more revelatory, particularly as I have rejoined our motley band of vintage SAAB owners after a few years of insufficient mosquito remediation. In the absence of a regular SAAB taking up garage space and thus the requisite 40:1 Amsoil Sabre emissions, I have even had to buy a bug zapper for my back yard - and remember to plug it in. No longer will this be a major concern.

In any event, Bob will be assuming the mantle come next issue; I have seen to it that it has been carefully stored under the back seat of a 96 so to have just the right saturation of Spectro and dead mouse. Here's what he wrote:

Hi, Chip. I am a frequent contributor to (the Vintage SAAB Club Newsletter) Vintage Views and a "stroker" from way back. I still drive my father's '66 95 2-stroke and love 2-strokes (although my Sonett is a V4); my menagerie includes a 2006 KTM 200 XCW and a 1976 Suzuki RL 250 Exacta trials bike. Two of my favorite prior rides were my 1973 Suzuki TS 185 enduro and my 1972 Yamaha R5C 350 twin. I

helped Andy Hutzel from Alaska to shovel about 1/4 ton of packrat nests out of a '58 93 and trailer it from Arizona to Arkansas so that Vern Atterberry could restore it. I learned to drive in the 95, went on my first date in it, and it has accompanied me across America from Delaware to my present home in Tucson, Arizona, and back and forth to Los Angeles many times. I met Larry Williams at several SAAB conventions, including when he drove Sadie from the Midwest to Las Vegas with a spare engine strapped to the floor instead of a passenger seat, and I drove the 92 he brought to Oconomowoc.

I think that I am your guy to assume the mantle of *On The Column*.

What do you think?

I hope you all agree with me that Bob is our guy and so long as he doesn't get drafted or decide to run for Congress he might just make it at least as long as I have in this space. I will still be around, available and accessible as ever, a sort of Pope Benedict of the Vintage SAAB community. It's been nice to hear from so many of you for a long time and I hope you'll still reach out with interesting cars, photos and such to chip@collectorsco.com or just call or text on 804-357-4926. If we don't communicate beforehand, I look forward to seeing any and all of you at the next Owners Convention next year in coastal Maryland as I plan to be there. Conversely, if you happen to be in my neck of the woods down here in Augusta, Georgia, please don't hesitate to reach out, my hub puller is at the ready.

It goes without saying that I've enjoyed putting these missives out since 1999 and I appreciate not just your support of me personally and the former West of Sweden Saab but also the Saab Club of America and NINES during all of those years. Thank you. Please continue to support the Club with your membership, participation and contributions.

And so, go swift, go safe and go SAAB.

William C.W. "Chip" Lamb
a.k.a. Simon du Stroke (Jr)

Saab Clubs News Cont'd

By Roger Cook

The inaugural Saab Summer Fest was held on August 5th in Ypsilanti, MI under glorious summer skies. A total of 65 Saab fans and 44 Saab cars were in attendance.

The great turn-out for this event was due to cooperation of the Great Lakes Saab Club, The Metro Detroit Saab Club, and the West Michigan Saab Owner's Group. Participants brought their cars from Virginia, Kentucky, Ohio, Indiana, Illinois, Wisconsin, Ontario Canada, and Michigan. We even had an Australian Saab owner in attendance who happened to be visiting Michigan during the time of the event. Regrettably, his pristine five door C900 with Opera Windows was still in Australia and could only be admired via photographs.

In addition to hours of camaraderie and conversation, the group visited a local Classic and Exotic Car storage facility and learned of tips on maintaining and repairing our beloved cars from the Techs at K & N Automotive - an independent Saab Service provider in the local area.

Below are photos of some of the cars at the show. Somehow we all missed the opportunity for a single Group Shot of all cars and participants to commemorate the day. Cars ranged from a 96 and two Sonetts, to a NG9-5 and three 9-3X models! The single most represented model was the C900 and the gorgeous weather resulted in many owners deciding to bring their convertibles.

Suggestions from this year's attendees for ways to improve next year's event to make it better are being sought, and planning for Saab Summer Fest 2018 will soon begin!



Photographs by the author.

SAAB
Summer Fest



Professional Perspective



By Chuck Andrews
Prevention/Cure

I am a firm believer in the old adage of “an ounce of prevention is worth a pound of cure.” As I was growing up in the 1950s my father, who was a high school and technical college automotive instructor, chided me for spending so much time working on my cars. He reminded me many times that if it wasn’t broken don’t fix it. My first three cars before I was 17 years old were a 1941 Ford coupe with a flathead V8 engine which failed with the common cracked engine block, 1930 Hupmobile 3 window coupe in which I broke a rear axle shaft, and a 1947 Mercury coupe with a 1956 Oldsmobile Rocket V8 engine. The rest of the Mercury’s drive line consisted of 1939 Ford floor shift transmission with 1948 Ford gears and a Columbia two-speed differential, none of which could withstand the Olds V8 power. Constant cure and no prevention on my part. Could you imagine how much it took to keep those cars on the road? In 1960 I sold all of them and bought a 1954 Ford 2dr hardtop and cut my workload and costs considerably. I realized that most everyone I knew drove their cars till they broke and then complained about the cost of all the repairs which were frequent in those days. Has this philosophy changed in the past 50 years? It sure has for me.

I believe the cars are many, many times better now and as we have become more mature, we, or at least I, have learned professionally how important professional preventative maintenance and inspections are to the life and health of our Saabs. The attitude has not changed for everyone. Some are not doing much, if any, preventative maintenance and spend lots of time complaining about the cost of repairs. What is the answer now? DIY replacement of parts till the car is fixed? List that money-pit car on Craigslist! I see these comments on Facebook posts frequently. Where do these same people shop for a better car? I’ll bet you can guess. These past few years as Saabs grew older we (our shop) had customers who decided that the repairs their car needed were too expensive and didn’t even take the car from our shop’s parking lot. They advertised and sold it on Craigslist. When asked, we provided the shopper with the estimate for the deferred repairs but most were not deterred. Could a Saab need all those repairs? It was necessary for some of the cars to be hauled or towed by the new owners.

There are two reasons why many modern Saab cars have some major repairs that might have been prevented with some preventative information and action. These cars do not come with a reliable heat gauge or oil pressure gauge that really is effective. I will address both of these and give you examples of the results. If you looked at your engine temperature or heat gauge you would find that when driving it would read normally at the middle of the gauge. If it read only at about one quarter on the cool side you could bet on needing a new thermostat. On the other hand unless you have a Saab that is able and someone has programmed the gauge with a Tech II to follow the real engine temp, the gauge will only increase its reading quite slowly to the hot side when the engine may be very hot. In Nines # 276 I described installing Heads Up (numbers are shown on the base of the windshield) digital gauges to track water temp, oil temp, exhaust gas temp and oil pressure in my 9-5 Aero.



My 9-5 dash illuminated just as ignition key is turned on. Do we recognize all the information lights and what our response should be if they come on after the car is started and running?

In the fall of 2016, on a warm day (over 90 degrees), I exited a freeway into stop-and-go metro city traffic. My digital gauges have adjustable alarms to alert me to any reading which may reach a danger level. Just a couple minutes off the freeway and my alarm went off for the engine temp gauge. I checked the OEM dash gauge and it was about a needle’s width higher than normal, nowhere near the top of the gauge which would indicate overheating. The digital gauge showed 235 degrees. I immediately found a safe place to stop. With the engine running I opened the hood to survey the situation. The cooling fans were both running. The coolant level in the transparent tank was full and the coolant had not boiled as far as I could tell. But it was very hot under the hood!!! Since there did not seem to be any leaks under the car either, I closed the hood and decided to see if it would cool off while idling. In just a few minutes the digital gauge showed the temp falling down near 220 degrees. The dash gauge still showed just a touch above normal but again way below the

Professional Perspective Cont'd

top of the gauge to indicate overheating. We resumed our trip with the digital temp reading an expected from 200-218 degrees the rest of the afternoon. Of course I was alarmed and decided to test the digital gauge. I thought the car should have boiled at 235 degrees and the dash unit (OEM) should have indicated overheating. I carried my Infrared digital thermometer with me the rest of the fall and through the winter and never encountered another episode of overheating. I did measure the temp at the engine with the IR thermometer many times and found that the digital gauge in the car was accurate.

In the spring of 2017, the first day it was over 80 degrees, I had the second episode. I measured the temp with the IR unit and verified that the digital gauge was right on. The dash gauge continued to never get more than a needle's width above normal. I quickly realized that 235 degrees was way higher than I thought it should be, or safe, and that I would be just asking for a much worse situation soon. After doing all the normal tests and inspections to verify my diagnosis, I ordered a new radiator and installed it with new upper and lower radiator hoses. Problem solved! The radiator was obviously partially plugged! The key to this story is that without the digital gauge warning me of the real engine temp, I would have been fooled by the OEM dash unit and driven till the car really overheated (boiled) especially pulling either of our trailers. Had I been in a situation that required me to take the car to a professional shop, my gauge would have given them valuable information that would have cut down on diagnostic time saving me money and led to a proper repair. Gauge sets are not expensive compared to improper cures and mine has worked well for 12 years. On the other hand, the result of catastrophes can be devastating.

One of our extended family's 9-5s succumbed to one of these events this summer. The heater water valve seemed to have started dripping coolant. Running the car with the radiator cap loose seemed to stop the leak till the valve could be replaced. The driver was watching the heat gauge carefully, not realizing it was inadequate, needing to get to work daily but the car overheated and ruined the engine. Another Saab went to the junkyard with only 250k miles on it. Driver error? It could have been me without a better gauge in my Aero.

Then we have one of the most important sources of information in the car: the engine low oil pressure warning light. The reliance on a warning light instead of a gauge has been debated for years and years by the car manufacturers and owners with the light advocates winning in most cases. The low oil pressure warning light only comes on at about 7 lbs. of pressure. If you see the light at idle speed of about 900 or higher rpm it may be too late to save your engine. At 7 lbs. there is insufficient oil pressure to lubricate the engine properly and significant engine damage may have occurred. A quick shutdown might



Heads up gauge near the base of the windshield. Near the bottom of the picture is the projector laying on a small portion of the defroster grille with the nearly transparent screen showing coolant temperature just above. With the selector button I can change it to read oil pressure, oil temperature, exhaust gas temperature at the turbo or the water temperature with adjustable alarms that will ring if needed regardless of the selection showing on the windshield. No guessing about gauge readings! All can be installed without cutting holes in the dash.

save whatever is left. That red oil light means shut down immediately! Call for a tow! Once again, a set of gauges equipped with an alarm like mine may save your bacon if you have a problem. Oil pressure often decreases gradually over time as the engine wears out. Oil quality, weight, type and quantity will affect wear rates in the engine. With a good oil pressure gauge you can consistently measure the engine lubrication system condition. If the oil pressure is getting near the lower limits of the specification for your engine, you can get it checked and repaired before it fails. Problems like premature timing and balance chain wear and turbocharger failure can be avoided. Low oil pressure is also one of the symptoms of a sludged engine and a quick way to diagnose this problem. In back issues of *NINES* I have pictures and recommendations on those repairs and diagnosis. If caught early, engines with low oil pressure can be saved.

Many of our older Saabs have been relegated to kids and grandkids. What an opportunity to teach them about cars. Teach them to check tires, fluid levels and lights as well as being aware of heat gauges and oil pressure lights, not just the gas gauge. Help them protect themselves and others by driving a safe and dependable Saab.

The safety, performance and economy of your Saab can only be preserved by applying an ounce of prevention not depending on the very expensive pound of cure.

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

*An Open Letter to the DFO**

* (Dreaded Former Owner)

I'd like to take this opportunity to thank you, Former Owner of my Saabs, for your, *ahem*, stellar stewardship of my cars when they were in your hands.

Thank you for driving the car with a sticky thermostat and ignoring the coolant gauge. Saab engineers put that gauge there to keep you informed of engine temperature. It's really quite simple; when the gauge goes over the halfway mark and hovers close to the red line, it's time to pull over and stop the car to prevent a major overheating situation and engine damage. You apparently never looked at the instrument cluster or failed to realize that the temp gauge needle heading ever northward was not a normal thing.

Oh, and the collection of thermostats in the trunk, under the floor? Please.....it's cheaper to go buy a new thermostat from an auto parts store with the correct heat range than cheap out and go to the local salvage yard and blunder under the hoods of several Saabs there that you think are similar to yours in quest for a replacement or two...or six.

I'd also like to commend you for your apparent lack of understanding of the recommended oil change schedules that Saab so helpfully posted in the owners' manual. You know, the owner's manual, that thick book living in the glove box that you looked at when you first got the car so that you could figure out how the radio works? If you had read past that part of the book to the area that discusses maintenance intervals, you would have understood that waiting until the oil is thick enough to slice as it exits the sump is way too long between changes.

Speaking of oil, I guess that you're not certain about how to read a dipstick. Granted, the sticks in the newer cars are harder to read, but the older cars have dipsticks clearly marked so that you know when

to add oil. That would be before the oil warning light starts blinking ominously at you in the instrument cluster. And, while we're still on the subject, no, it is not normal to have gusts of oil smoke issuing from the tailpipe when stopped for a red light. That means that you're ignored the turbocharger to the point where it needs to be replaced.

I'm happy to see that you never looked under the car while she lived with you to see if her engine or gearbox was leaking. Large puddles of oil from a hemorrhaging pressure switch, drips of coolant from an elderly water pump and drops of grease from a ruptured axle boot are pretty easy to spot and should warn you of impending automotive doom if not rectified in time

Thank you for not remembering that fuel pumps last only about 120,000 miles in any Saab born after 1990; the fuel pump that was removed from your former Saab was well past its prime and an accident waiting to happen. Thank you also for pouring some unknown additive into the fuel tank....it's formed some weird sludge that is still causing issues with cold starts on the odd morning.

I admire your steadfast ignorance of the two bad wheel bearings that we found shortly after we put your Saab back on the road; you must have had to turn the radio up to earshock levels to drown out the godawful whine and groan coming from the front end, not to mention the shriek from the bad throwout bearing every time the clutch pedal was pushed in.

And, let's not forget about the check engine light that was glowering at you for an indeterminate amount of miles before you brought the car in for service. Hard starting, stalling and the CEL shining away usually means trouble, and ignoring the issues usually means a more expensive repair.

The brakes. You know that stepping on the brakes is not supposed to produce a shake that practically removes the steering wheel from your hands or a noise that sounds like a coffee grinder working on a particularly tough bunch of beans. I'm not sure how you managed to ignore them until the brakes on each wheel were reduced to clumps of heat seared metal.

We all had a chuckle.....OK, no, a real good laugh, at your radio and stereo installation. I'm not sure that you really needed every package of speaker wire that Radio Shack sells to install two speakers and a radio. We spent hours pulling the stuff out of various and sundry areas of the car that had

Through a Windscreen Darkly Cont'd

no relation to where the radio and speakers lived. In your zeal to wire everything properly, somehow, you managed to disconnect the aerial lead, which is why the only thing coming out of the speakers was static.

Your innovative use of everyday items to keep three of the four windows up was noteworthy as well. Who would have thought that painter's tape and suction cups would have kept windows from sliding into the doors? Sure is a lot cheaper than replacing the broken window regulators. Of course, you realize that, had you not worked the window switches like a chimpanzee desperate to get a banana when the windows were frozen, the regulators would have never broken in the first place.

Speaking of innovative items, finding that you used a chunk of wood lodged between the heat

In closing, I just want you to know that your Saab now has a good home and is being properly cared for. There is a reason that we in the Saab community call your sort the *Dreaded Former Owner*; for it is we who have to undo the work that you have done over a number of years trying to kill your Saab. You subscribe to the *When It Breaks, Fix Only That Which Is Broken* theory of auto maintenance. You keep places like Quick Lube and Midas in business, opting for quick in, quick out. Saves your schedule at the expense of your Saab.

I certainly hope that you are happy with your Nissan Altima or Toyota Camry or Honda Accord.... you deserve each other.



shield and the underbody of the car to prevent the heat shield from rattling was either a stroke of desperation or just a stroke. I realize that the rattling was annoying and that you have better things to do than to bring the car to the shop to get her properly repaired, but please.....a chunk of wood? That's the definition of Lazy Car Owne .

Photograph by the author.

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



Collecting Compensation

By Steve Carrellas

Remember December 19, 2011? That was the day Saab Cars North America (SCNA) suspended warranty coverage on all of its vehicles in North America, the same day a Swedish court approved the parent company's bankruptcy petition to liquidate and begin paying creditors.

GM would honor warranties on vehicles sold when it owned Saab. But what if you were an owner of a 2010 or 2011 post-GM Saab? You could take your chances or buy an aftermarket warranty. Still, what if you experienced losses that would have normally been covered by the factory warranty before obtaining an aftermarket version or, for that matter, had to spend the money for that extended warranty?

The answer to recovering those unexpected costs was to participate in Saab's bankruptcy settlement process. That's what I did for my 2010 9-3 SportCombi. I filed my initial proof of claim that was later rejected. With an amended claim that better met criteria, I was able to get back almost 80% of my \$1,667.58 allowed claim for my loss of the new car warranty and other related benefits resulting from the bankruptcy.

A bankruptcy and subsequent liquidation can go on for years and SCNA's was no exception. On January 30, 2012, certain North American dealers for SCNA filed an involuntary petition under Chapter 11 of the Bankruptcy Code in Delaware. On February 4, 2012, the Court entered an Order for Relief under Chapter 11. The order granting a final decree to close the Chapter 11 case was issued on September 2, 2016 – just over four-and-a-half years after entering it! The first distribution of payments to creditors happened in June 2015 and that's when I got the first 72% of mine.

For me, it certainly paid to participate in the process and pay attention to everything that was sent to me by the attorneys for the liquidation trustee. I had to be patient, but I eventually recovered most of my allowed costs. Here are the key things that happened.

Every impacted U.S. Saab owner received a notice of commencement of Chapter 11 bankruptcy in March 2012 with an indication that more was to come. By mid-July, a notification for filing proof of claim arrived with a mid-September deadline to respond. Since I hadn't incurred any warranty losses at the time I filed in mid-August, I listed a reasonable and documentable value of the car knowing I could amend my claim later.

By July 2013, the Court approved the latest amended Joint Plan of Liquidation proposed for

SCNA. The Plan consists of multiple classes of creditor claims starting with priority claims followed by the secured claims of three companies and then general, unsecured claims. Any equity interests were last. Impacted Saab owners were amongst the general, unsecured claims. I figured at the time that my class was at the bottom of the totem pole for compensation assuming anything was left over after paying the priority and secured classes.

A year later by July 4th came the notice of the liquidation trustee's "sixth omnibus objection to certain consumer warranty claims." That large document included the objection to my claim based on no documentation to support the claim or it wasn't compensable under applicable law. Any counterclaim had to be delivered in writing by July 30, 2014 and meet several content and format requirements.

This "sixth omnibus objection" notice document was the most useful of all the documentation I received. The trustee provided the basis for the scope of claims he was prepared to pay. I was able to get a better assessment of my "losses" that were in the trustee's scope. Only lost costs, not lost value would be allowed.

In my lawyer-like objection to my denied claim, I essentially amended my original claim. I submitted the 20K- and 30K-mile service costs that would have been free under the No-Charge Maintenance benefit as well as the cost of my aftermarket warranty that would be good to almost 70,000 miles. All costs reflected Saab Club discounts!

I felt pretty sure that I would be compensated for the aftermarket warranty I obtained from Saab Cars North America at SOC13 with the convention discount. That's because the trustee stated in this latest notice document that warranty claimants were required to undertake reasonable efforts to minimize or avoid any injury that may have been caused by the warranty suspension. Therefore each warranty claim cannot exceed the average costs of purchasing an aftermarket warranty that the trustee's attorneys estimated at \$1,650.

To mitigate the likelihood of the trustee deciding to adjust the cost of my aftermarket warranty to reflect the terms of the original four year, 50,000 mile new car limited warranty, I asked the court to note that three other warranties extend beyond the time and mileage of the bumper-to-bumper coverage. Those warranties include a five year, unlimited mileage safety belt and supplemental restraint system limited warranty; a 10 year, unlimited mileage perforation limited warranty;

Collecting Compensation Cont'd

and an eight year, 80,000 mile federal emission performance warranty.

I recommended the Court consider for everyone the impact of the loss of these other warranties beyond the loss of the bumper-to-bumper coverage. And, I suggested my remedy should be to order full payment for my aftermarket warranty that extends beyond the soon-arriving limits of the four year, 50,000 mile new car limited warranty.

My objection was mailed July 26 to meet the July 30 deadline and on July 31 at 5:40 PM, I received a call from a trustee lawyer about my claim. He bought my argument and would submit my allowed claim of \$1,667.58 to the court with the expectation of an end-of-year payout. Soon after in mid-September 2014 I saw the order granting my "modified claim amount."

By April 2015, I was told to submit IRS form W-9 within 60 days to participate in the distribution. By July 2015, the trustee distributed approximately \$20.9 million to holders of priority claims and general, unsecured claims known as the First Distribution. Holders of general, unsecured claims such as me received a 72% distribution on their claims. By mid-August 2016, the trustee was ready to make a final distribution from the remaining cash to holders of general, unsecured claims of approximately 7%.

On October 19, 2016, this second and final distribution equal to 6.67% of my allowed claim was sent, bringing the total distribution to 78.67%. The final result was a total payout of \$1,311.90.

In reading all the names of other claimants, I didn't recognize anyone I knew from the Saab Club but it was clear that other Saab owners impacted by the warranty suspension participated in the bankruptcy settlement process and many were compensated. As the saying goes, "you can't win if you don't play the game."

Steve Carrellas and his lovely wife Martha have been Saab enthusiasts for over 35 years and are regular attendees at the annual Saab Owners Conventions. Steve served on the Saab Club of North America board of directors and was treasurer for several years as well as leading or coordinating several conventions. Their current Saabs are a 2001 9-5 Wagon and a 2010 9-3 SportCombi.

Here's another way to collect compensation. Hagerty is a sponsor of the Saab Owners' Convention. This appeared on their website:

From Hagerty Insurance:

A total loss has a way of putting an insured's policy into perspective. The following story is a perfect example of why providing proper coverage is so important:

A car ran a red light and t-boned a beautiful, low mileage and all-original 1980 Saab 900. Fortunately, no one was hurt, but when the owner went to file the claim, he was dumbfounded by the payout. He had a stated value policy with a standard carrier that set the value of his Saab at \$12,000. After sending in pictures, they referred to Kelly Blue Book and tried to find his car. The closest they came was a 1992; they assumed it had 145,000 miles on it and set its worth at \$1,635 in Excellent Condition.

When the Saab owner expressed his displeasure, his insurer used NADA, which actually had a 1980 Saab 900 on the books. Being the correct car, they honored this payout, but in Excellent Condition they set its worth at about \$3,500. The Saab owner checked a classic car auction website and found a car almost identical to his that sold for \$13,500. But because it was a stated value policy, the insurer would not consider this a valid resource.

He's hired a lawyer and has a lengthy legal battle ahead of him.

No one - not you or a client - wants this experience. A quote with Hagerty®, given his information, would set the value at \$13,500. The premium would be \$356 for the year and he would be 100% covered for that whole amount. From the initial peace of mind to final payout, a Hagerty policy recognizes a vehicle's value and is designed for people who love their cars.



Saab Services and Discounts

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

California

BoJonsson's Foreign Car Svc – 10% Discount on Parts and Service
111 E 20th Avenue, San Mateo CA 94596
P: 650.349.3606
F: 650.349.3615

Svensson Automotive – 10% Discount on Parts and Service
3297 Mt. Diablo Boulevard, Lafayette CA 94549
P: 925.299.0720
F: 925.299.1578

The Swedish Mechanic – 10% Discount on Parts and Service
8797 Irvine Center Drive Ste D, Irvine CA 92618
P: 949.753.1575
F: 949.753.1577

Viking Auto Care – 15% Discount on Parts and Service
51 Auto Center Drive Ste A1, Irvine CA 92618
P: 949.951.1525
F: 949.951.5257

Colorado

Mile Hi Automotive - 10% Discount on Parts and Service
519 Lipan St
Denver, CO 80204
P: 303-595-4646
F: 303-595-0124

Connecticut

Mitchell Saab – 10% Discount on Parts and Service
384 Hopmeadow Street PO Box 127, Simsbury CT 06070
P: 860.408.6035
F: 860.408.6070

Saab Service of Milford – 10% Discount on Parts and Service
908 Bridgeport Avenue, Milford CT 06460
P: 203.876.8958
F: 203.882.4556

Florida

Dimmitt Saab – 10% Discount on Parts and Service
25191 US Highway 19 N, Clearwater FL 33763
P: 727.797.7070
F: 727.791.4308

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

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

895 34th Court SW, Vero Beach FL 32968
P: 772.778.9990
F: 772.778.1113
Email kingofsaabies@yahoo.com

Georgia

Jim Ellis Saab of Atlanta – 10% Discount on Parts and Service
5862 Peachtree Industrial Boulevard, Atlanta GA 30341
P: 770.454.3333
F: 770.454.6205

Illinois

Lombard Body & Fender Shop – 10% Discount on Parts and Service
Erin Jurecic, VP
27 E Willow Street, Lombard IL 60148
P: 630.627.8688
F: 630.627.8690

Indiana

Road Tested Saabs – 10% Discount on Service
Steve Bush, Owner
7830 New Augusta Road, Indianapolis IN 46268
P: 317.299.9177

Iowa

Meyer Garage – 10% Discount on Parts and Service
2687 480th Street, McIntire IA 50455
P: 641.737.2239
F: 641.737.2601

Maryland

Fitzgerald Saab – 10% Discount on Parts and Service
114 Baughmans Lane, Frederick MD 21702
P: 301.696.9200
F: 301.662.2756

Brewer's Saab – 10% Discount on Parts and Service
13815 Maugansville Road, Maugansville MD 21767
P: 301.739.0420
F: 301.739.8711

Massachusetts

Automotion (SQR Distributor) – 10% Discount on Parts and Service
846 Boston Road, Billerica MA 01821
P: 978.667.5373
F: 928.662.0052

Michigan

Trio Motors, Inc. – 10% Discount on Parts and Service
2501 South Center Road, Burton MI 48519
Sales: 888.903.2167
Service: 866.978.3505

Minnesota

Morrie's Saab – 10% Discount on Parts
7400 Wayzata Boulevard, Golden Valley MN 55305
P: 763.248.7860
F: 763.449.4273

Dana Motors – 15% Discount on Parts and Service
2046 Grand Avenue, Billings MT 59102
P: 406.656.7654
F: 406.656.7725

New Jersey

Cherry Hill Classic Cars – 10% Discount on Parts and Service
2000 Route 70 E, Cherry Hill NJ 08003
P: 856.424.5300
F: 856.424.5852

Perrine GMC – 10% Discount on Parts and Service
2730 Route 130, Cranberry NJ 08512
P: 609.395.5599
F: 609.395.7757

New York

Albany Saab Shop – 10% Discount on Labor
129 School Road, Voorheesville NY 12816
P: 518.765.7700

Beck Saab – 10% Discount on Parts and Service
561 Central Park Avenue, Yonkers NY 10704
Sales: 914.963.5446
Service: 914.963.5458

Geneva Foreign & Sports, Inc. – 10% Discount on Parts and Service
Dan Fitzgerald, Owner
2787 Lyons Road, Geneva NY 14456
P: 315.789.4575
F: 315.781.2065

Ohio

Armandos Inc. – 10% Discount on Parts and Service
4340 Boardman-Canfield Road, Canfield OH 444
P: 330.533.1944
F: 330.533.0091

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

Just Saab – 10% Discount on Parts and Service
15% Discount on Mail Order Parts
6950 Loop Road, Centerville OH 45459
P: 937.435.7222
F: 937.432.9267
6323 Madison Road, Cincinnati OH 45227
P: 513.527.4300
F: 513.527.4170

Saab Services and Discounts Contd

The Collection Auto Group – 12% Discount on Parts and Service
28595 Lorain Road, North Olmsted OH 44070
P: 440.716.2000
F: 440.348.2006

Oregon

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

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

Pennsylvania

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

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

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

South Carolina

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

Tennessee

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

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

Vermont

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

Other:

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

Errors? Omissions? Please alert the editor!

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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-Mar issue: December 1
Apr-June issue: March 1
July-Sept issue: June 1
Oct-Dec issue: September 1

E-mail submissions to sethbengelsdorf@mac.com.
Mail hard copy and photographs (make sure to note if you want the photographs returned) to

NINES
1729 Lynnville Trail
Austin, TX 78727

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Send requests and check or money order to:

SB Productions
1729 Lynnville Trail
Austin, TX 78727

Pomona or Bust Cont'd

in preparation for the trip back north. We returned just after the group photo and parked in the shade to watch the chaos as the group disbanded and re-parked. As we sat there (in the world's most comfortable seats) watching Saabs whizzing around in a frenzy, we fi med-up our plans for Sunday. We were headed out early and making a dead-sprint for Oregon to view the eclipse. Dire traffic wa nings had been issued so an early start seemed prudent.



Our destination for eclipse viewing was Jefferson, OR, where John Collins had invited us to camp and view the eclipse. Jefferson was smack-dab in the center of totality (between Salem and Albany) and seemed like a fantastic opportunity, almost too good to be true. We left the Sheraton in Pomona at 6 AM sharp. Sunday LA traffic was a b eeze and we were in the San Joaquin valley before we knew it. We were in go mode: coolers overfull with ice, snacks and beverages at the ready, and we put a lot of miles behind us before lunch. We made it to the Oregon border at 6 PM, covering 688 miles, giving an average speed of 57.3 MPH. We did not see any signs of eclipse traffic, though, coming into town a full 12 hours before the eclipse.

John Collins rents a house from his next-door neighbor, Rod Beckner, and both are excellent Saab mechanics. Rod focuses on the newer cars for the most part (1990's and on) including regular service for Saabers in the Oregon area. John focuses on the older cars, up to and including classic 900s. It was a pleasure to stay there, like camping in a Saab playground. John had a flat grassy back ya d for us to set up camp, which was perfect. I was again impressed with the quality stargazing.

The eclipse had started before I was even done cooking pancakes in the morning. The plan for viewing was to walk up to a nearby cemetery on top

of a hill. The cemetery had a sparse band of trees along its perimeter, but otherwise the entire area was grass. Several other Saab friends showed up, and we all hurried and threw some chairs in the back of Ray Korpynski's freshly restored 1972 Saab 95. He drove up the hill with all the chairs and the rest of us walked the ¼ mile or so to the top.

Ray started passing out eclipse glasses, and some of us had pieces of welding glass, John had a whole welding hood on, and was walking around showing people the tiny crescent shadows from a colander he was carrying. By this time the Moon already had taken a pretty good sized chunk out of the Sun. The area we were in wasn't very crowded, although there were a lot of people in the cemetery. About the same time as you realize the ambient light is a bit dim is when you notice the drop in ambient temperature. We all agreed that a 20 degree drop was an accurate guess, and we have heard this is normal in the area of totality. It went from over 80F to the mid-60's. As things got darker everyone had their phones out taking pictures. About 30 seconds before C2 (beginning of totality) Ray and I quickly moved over to his 95, which has a two tone paint job, with the hood and roof a creamy white color. What we were looking for is a phenomenon called "shadow bands," where rippling shadows appear right before the lights go out. Shadow bands show up best on white surfaces, and as luck would have it, we saw very strong shadow bands on the hood of Ray's car. The effect in person was very dramatic and lasted for close to 20 seconds until the "diamond ring" starts to happen as the Sun's last hurrah before disappearing behind the lunar disc. We had a 360 degree panorama of sunrise all around us. Looking up at the sun with no eye protection we could now see the massive corona of the Sun, extending out over two solar diameters in some directions. This is another thing that is tough to catch on camera: most photographers want the edge of the moon to appear just perfect and attempt to capture solar prominence, or red wisps of the Sun's surface that extend briefly out in to space. Fellow Saaber Greg Abbott snapped what I think is the best representation of the corona that I have seen, although I believe it extended farther in reality.

After the eclipse festivities we headed back down to John's place. The Beckners have a wide variety of animals and so do their neighbors. Notably, one of the neighbors has a field with a half dozen or so emu. My car wasn't more than 20 feet from these strange birds. We were told that during the eclipse, they fled for dear life to the other end of the field and into the shed they sleep in, and we didn't see them the rest of the day. We had some beers and brats in the now-returned Oregon sunshine and started to pack up for



the trip home.

On a normal day, the trip home from John's would be less than a 4-hour trip. After the eclipse, though, it was a traffic nightmare. Luckily we were prepared with our 3 coolers and ample food and beverage supply, plus the ability to sleep anywhere in the trailer if absolute gridlock ensued. We were able to keep moving on backroads with stops of up to 10 minutes without moving, but kept trucking along. I fit in a Saab 9000 very well for how tall I am (6'8") but I will say that lactic acid starts to build up in my right knee after consecutive long driving days. It was quite a struggle at times and I was stretching every time we stopped. The traffic continued as far north as Olympia, with all signs of traffic fading after Nisqually. I got a little carried away on a couple of the back roads, at one point passing a few cars that seemed rather offended that I wanted to go the speed limit (well, maybe slightly over) on our back-woods detour in the middle of the night. We made it home without incident at about 11pm. The next day we got everything unpacked, got the car washed, then I went in to work with a bad case of the "vacation hangover."

For only being a weeklong trip, it was one heck of an adventure!

About the Author

Quinn Morley is an Aerospace Mechanic and Engineering Student who has had a life-long love affair with Saabs. He grew up going to Northwest Saab Owners' Club meets, which inspired his passion for the cars. As an adult Quinn competed in Northwest-area rallies with a Saab 99 EMS for several years, but has stabled the rally car to focus on his Engineering homework. Quinn recently became the webmaster for the Northwest Saab Owners' Club.

future generations to enjoy.

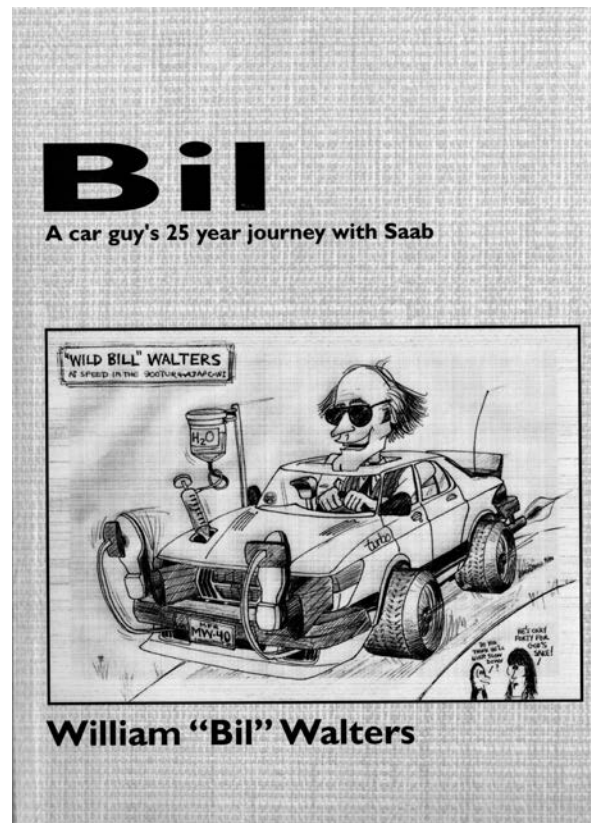
This is a gradual process and many of these cars need restoration or are parts cars, but a few are very special and some are in 'as new' condition."

Tom recently posted that a deer hit in Minnesota heading clobbered his 1999 Viggen on its way to the Sturgis museum.

He was looking for a replacement, when within minutes of his post Jerry Danner (remember Jerry? I told you I'd get back to him!) offered to fix the Viggen as a donation to the Museum. Jerry, fresh off hip surgery. A true friend of Saab.

In other Saab news, this book just crossed the editor's desk. It can be ordered through local independent booksellers, or purchased on line from Amazon and Barnes & Noble. Makes a wonderful stocking stuffer!

Enjoy the oncoming winter!



NEVS News

NEVS

In connection with the CES Asia in Shanghai, Swedish NEVS unveils a number of exciting items:

For the first time, 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 can 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.

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

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

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

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

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



Jonas Hernqvist.



Mattias Bergman.

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 II.

I went from Texas, Louisiana, Mississippi, Alabama

To see if I could forget you.

I've seen Tennessee, Kentucky from the passenger seat

Too hungover to move.

And there ain't nothing in this world that I've ever known

So clear or so true

But that Connecticut construction on I-95

Conspires to keep me from you.

I sung those words—the rough chorus of a folk song I would write about the trip—into a handheld recorder while driving with the top down through Connecticut, en route to my ex-girlfriend's house for what would be our final moments together. I didn't mean for things to turn out like this.

Let me back-up to Charleston. After West Virginia, Dan and I made it up to northern New Jersey the next day. I dropped Dan off at his studio in Clifton, a few miles outside Midtown Manhattan, and stayed the night on his couch. I would be the lone driver for the upcoming leg of the trip, which would amount to the final few sentences in a long-distance relationship that had dragged on painfully for far too long. I woke up early to leave Clifton and beat the New York City traffic, which meant getting on the road by around 5am. My soon-to-be-ex lived in Rhode Island. In an attempt to rekindle the relationship, or maybe just to drive a final nail into the coffin, we decided to go on a weekend trip to Vermont at the tail end of my Gulf-to-the-Atlantic excursion. Vermont was beautiful. Lush greens still provided a backdrop for the changing colors and falling leaves, and the dirt roads and log cabins outside of Brattleboro combined with the favorite color palette of my upbringing to remind me why I haven't moved to Austin or San Francisco yet. The car reminded me of how much I had missed having a Saab convertible in the stable. And perhaps most importantly, my ex-girlfriend reminded me why I couldn't be in a relationship with her any longer.

I'm paraphrasing here. An astute interviewer once asked Kurt Vonnegut, the esteemed author and professional cynic, how a man with such depressing views on humanity found anything to live for. Vonnegut

replied with a pithy remark a relative of his would make upon walking outside into unexpectedly pleasant weather. "If this isn't nice, what is?" he would exclaim. Indeed.



Photograph by the author.

Sometimes we can't see the vibrant limitlessness of life, even when we're looking right at it. Sometimes the inertia of routine makes shifting directions seem an impossible task. I knew a part of me wasn't ready to disengage from a relationship that had constrained my worldview for years. Part of me didn't even want to know what I had been missing. But driving through those back roads in that Saab, both the streets and the car new to me and yet uncanny in their familiarity, made me wonder: If this isn't nice, what is? Shouldn't I feel happy in this moment and not helplessly indebted to a relationship gone sour? Couldn't I just let go? Sometimes we mask the subtle beauty of our surroundings with personal problems, grudges, and bleak outlooks. Remembering what I loved about my friends, my home, and even myself—and furthermore realizing that my friends were all over the country waiting for me to meet them, and that my home was all over the country waiting for me to discover it—made me realize that I was ready to be independent again. I had closed my eyes to the toxicity of my relationship to this person for too long. Way too long. And I was ready for it to end.

Learning a lesson is rarely easy, and acting on any newly acquired knowledge—no matter how transcendent—can be even harder. Sure enough, it would be another month or so before our relationship finally ceased. But I credit that week-long rush of wind roar, blurred scenery, and headaches with precipitating a difficult decision that I should have made sooner, and one that opened me up to new experiences and ultimately had a profoundly positive impact on my life as a young adult. It took a great car and a greater friend to help me through it, and I never want to go back to that old life again. But I wouldn't mind another road trip.

I've still got to apologize to Ahmed.

SOC 2017 Cont'd



Winners of the individual awards:

Walter Kern **Bud Clark (Top)**
Larry "Stroker" Williams **Jim Smart (Top right, with Bud Clark finally receiving his award from 2000)**
Bob Sinclair **Curtis and Carolyn McLeod (Right)**
Preservation **Walter Wong (Below)**
Young Enthusiast **Griffin Izzo (with proud papa, below right)**
 We'll have color photographs of the Photo Contest winners in the next issue of NINES.



The official 2017 Saab Owners' Convention photograph is now available! For a selection of sizes and styles, go to <https://saabclubofnorthamerica.pixieset.com/soc17/>
An 8x12 print is only \$6.99! Digital prints are also available! Order yours today!

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Concours - og 9-5

First Place - Jim Smart



Concours -
NG-900,
OG 9-3, Viggen

First Place - Jim Beetham



Concours - ng9-5

Vasco
Rodrigues



Peoples Choice -
95-96

1st place - #9
Eric McCormick



People's Choice
Sonett

First Place - Car #34
Mark Barber



Peoples
Choice - 99

First Place - #5
Lawrence Westergaard



SOC 2017 continues on page 36.

North American Saab Clubs and Contacts

Alaska

Saab Club of Alaska
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ONLINE CLUBS

The Saab Network

www.Saabnet.com

Turbo!

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

vSaab, The Vintage Saab Mailing List

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

vSaab, an unmoderated Yahoo Group

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

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

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sethbengelsdorf@mac.com

President's Letter

Dear SCNA Members,

As you read through this issue of *NINES*, I hope you enjoy reading about SOC 17, Saabs in the Sunshine, and seeing the many beautiful cars that turned out in Pomona for a memorable weekend. As usual, Saab's arrived from all directions for the show. We had a nice collection of Vintage cars, with Jerry's Concours winning 93B and Bud Clark's Quantum III taking center stage both on the showfield and in the convention hall. At the Thursday drive, the Sonnet was well represented, with a range of models soaking up the Angeles Crest Highway for a spirited drive along with dozens of Saab's spanning the model range. I enjoyed my ride behind a Turbo X, with that unique black paint winking at me in that California sun.



All told, we hosted over 120 vehicles and saw more than 200 visitors in Pomona. What Los Angeles area experience would be complete without a taste of the Hollywood scene? SOC attendees were surprised to see filming crew arrive on Saturday with a bright yellow, newly restored 1973 Saab 96 V4. The cast members and crew from *Wheeler Dealers* had just completed this car for their upcoming season, so watch for the episode which may be airing around the time that this issue arrives at your home. This is the first season for the American version of the show that features two British car guys, Mike Brewer and Ant Anstead, who buy an old car, restore and sell it over the course of a show. It was my honor and pleasure to film a scene with Mike and Ant since I owned a car the exact same year, model and color over twenty years ago. The opportunity to see a newly restored version of my old car really brought back to some happy times. It also made the additional effort to host a convention so far away feel more than worth it. Thank you to all the sponsors, board members and volunteers who made SOC 17 such an amazing convention.

The Saab Club of North America, Inc.

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

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www.Saabclub.com

In addition to SOC, I hope that SCNA can have a larger presence at more local events around the country. Since SOC, we have had Swedish Car Day in Boston and Crossway Saab in Vermont hosted a fun Saab show and Hirsch tuning promotion in September. I'm looking forward to attending the October Talimena drive



for the first time as well as various local club events throughout the fall driving season. Hopefully, you have heard by now about SOC 2018. We have decided to come back to the east coast for our next convention, which will be held August 9-12 in Solomons, Maryland. We will be back with more information in future issues, and on line at saabconvention.com

Thank you,

Sanford Bogage
President, SCNA



SOC 2017 Cont'd

People's Choice -
c900

First Place - Car #53
Anthony Guerra



People's Choice -
c900 Convertibles

First Place - Car #41
Jeffrey Nowling



People's Choice -
9000

First Place - Car #88
William Cheng



People's Choice
ng900 - og9-3

First Place - Car # 39
Griffin Izzo



People's Choice
9-3 ss + combi

First Place - Car #40
Don Young



People's Choice
ng 9-3 'vert

First Place - Car #17
Daniel Cahill



SOC 2017 Cont'd



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

DEADLINE: 25th of two months preceding publication 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

2002 9-3 Viggen.

Color: Steel Grey - Trans: Manual - Mileage: 179,400 - Price: \$7,000
Hate to put the car up for sale, but I am retired/downsizing. I am the fourth owner, the second and third owners, like myself, were/are older and did not abuse the car. I purchased it at 79,000. It may have been in snow during the first owner's time in CT, but it has not seen snow, salt, etc., since. Car has been stored winters. There is no rust; car is in great shape. I have maintained it and the only issues are the heat/ac display is out, but the heat/ac work fine; and the driver's door jack cover is missing. Original wheels -- all straight. I purchased the Viggen rescue kit, but did not install it - it will go with the car, as will a set of four new Viggen brake rotors. Have replaced belts, water pump, throttle computer control, a/c compressor, various ball joints and bushings, etc. Tires are Hankook Ventus V12 evo2. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#17092793841mnobl>
Contact: Mike Noble, Shelburne, VT.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17092793841mnobl>
Phone: 802-343-8807.

2001 9-5 Aero Sedan.

Color: Black - Trans: Manual - Mileage: 112,500 - Price: \$4,800 OBO
2001 Saab 9-5 Aero 2.3 liter turbo 4-door Sedan, Exterior: Black, Interior: Gray. **Hard-to-find 5-speed manual transmission for sport and great control in snow*** Engine in excellent shape. Clear title, non-smoker, no accidents, very clean. CARFAX provided.

Regular synthetic oil changes (recently changed). Brand-new O'Reilly's high-end 3-year battery, brand-new Bosch premium wiper blades. Anti-Lock Brakes, Automatic headlights, Cruise Control, Driver & Passenger Airbags (Front & Side), Driver Multi-Adjustable Power Seat, Dual digital control heat and air conditioning (cold AC and new heat system). Everything works except seat heaters; some recent repairs made to correct minor issues and bring car up to top working order. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6193>
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17091278741madam>
Contact: Michael Adams, Roanoke, VA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17091278741madam>
Phone: 5403398336.

1979 900 Turbo 5-Door.

Color: Blue - Trans: Manual - Mileage: 120,000 - Price: \$7000.

A rust free car from the desert, original b-motor and 4-speed gearbox. Engine starts and runs very well and operates smoothly. Rebuild water pump, oil change, spark plugs wires+cap+rotor. All new front rebuild brakes and brand new discs+pads. Rear brakes: new pads. Rare accessories: louvers, trailer hitch, console, acc. gauges, OEM floor mats, and headlight protectors. Paint has lots of patina and could use a re-do for a show car appearance. Recently refinished Inca wheels. Car is complete and very original. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#17100666841tw>

Contact: Tom W, North Vancouver BC CANADA BC.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17100666841tw>
Phone: 604-710-1529.

Wanted

Viggen Tow Hook Cover.

Tow hook cover (#5124441) needed for my 01 Viggen. Can't locate one anywhere on this planet! Is anyone 3D printing these yet? So sick of looking at that hole in my front bumper. Please help if you have an extra, thanks!
Contact: Erik Savoyski, Southbury CT.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=170918eriks>
Phone: 203-262-6284.

Parts and Miscellaneous

Books and Service Manuals.

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

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!

Classified Ads Cont'd

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
1729 Lynnville Trail
Austin, TX 78727

Aluminum & Brass Upper Radiator Hose Union Update

Aluminum and brass upper radiator hose union update to replace failure prone plastic fitting. Will fit: 2003 9-3 (Sedan Only) and all 2004 to 2011 9-3s with the 2.0L Turbo. Simple installation takes less than five minutes on a cold engine using existing clamps. Shipped USPS Priority Small Flat Rate Box, international shipping available at cost. \$65 shipped within the US. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190729justi>
Contact: Strictly Saab Inc., Melbourne FL
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190729justi>
Phone: 321-432-2034.

9-5 Sunroof Assembly and Other Parts

For sale a complete sunroof assembly for Saab 9-5, comes from 2.3 t wagon year 2001. I had to scrap the car, too many to maintain. The car was impecable clean, sunroof has no speck of rust, was never clogged, regularly maintained and oiled. Does not leak, nothing broken, includes mounting screws and headliner trim. Delivery possible (for a fee) to upper Vermont, Maine and NY. The car & parts are in Montreal, QC. I have other parts available, perfect auto transmission, engine, etc, please ask. The car has 180000 km. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#170923zoran>
Contact: Zoran Gloznic, Laval QCCANADA
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