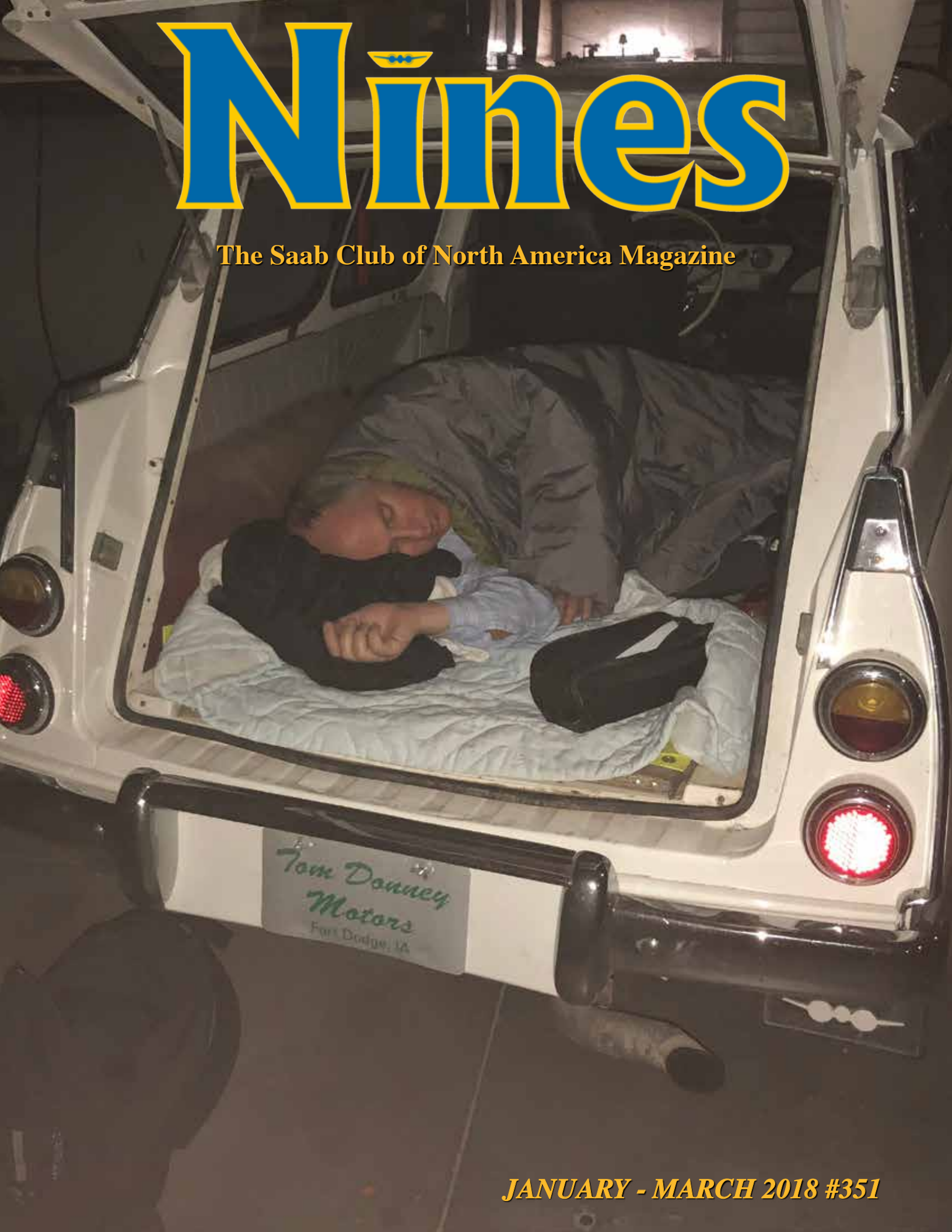


Nines

The Saab Club of North America Magazine



JANUARY - MARCH 2018 #351

Saab Owners' Convention 2018
August 9-12, 2018 ☺ Solomons, Maryland

Registration Opening Early 2018
www.saabconvention.com

Exclusively SAAB
 Since 1969

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

1-800-757-7222

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

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

New, used & performance parts

Exclusive U.S. Distributor for **abbott racing**
 MOTORSPORT

www.scanwestauto.com

T: 206-789-2619 Fax: 206-781-5281 1-888-90TURBO
 9520 Greenwood Avenue North Seattle, Washington 98103

Be sure you get your next issue of NINES! Check your mailing address label sheet. If it says, "Your last issue is #351" or earlier, it's time to re-subscribe.

Contents

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

All material copyright 2018, SB Productions LLC. Material may not be reused or reproduced without permission. If permission is granted, credit MUST include the author's name and "NINES, the Magazine of the Saab Club of North America." The opinions and views expressed in the articles in this magazine are not necessarily those of the Saab Club of North America or its magazine, NINES.

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

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

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

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

NINES, The Saab Club Magazine
 USPS 018-787, ISSN 1530-0730
 Published quarterly by SB Productions LLC of Austin, TX
 SB Productions LLC
 1729 Lynnville Trail
 Austin TX 78727
 Phone: (914) 565-3744
 E-mail the editor: sethbengelsdorf@mac.com
 E-mail the publisher: sethbengelsdorf@mac.com
 Web site: www.Saabclub.com

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

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

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

POSTMASTER: Send address changes to NINES, 1729 Lynnville Trail, Austin TX 78727.

Features

In Memoriam.....	7
SOC 2017.....	8
Still Going Strong	9
The Saab Heritage Car Museum USA	12
Chasing Land Speed Records.....	14
Saab by the Numbers.....	16
The Guppy.....	19
Las Vegas to Sturgis.....	26
A Sonett Christmas.....	33
Pebble Beach Dream	36

SCNA and Club News

Saab Clubs News.....	10
Saab Services and Discounts.....	26
NEVS News.....	30
North American Saab Clubs and Contacts	34
SCNA News.....	35

Departments

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

Editor's Notes:

This issue's cover photograph catches Paul Ellis catcings some shut-eye in a 1966 95 after taking part in the Saab Stampede to Sturgis, SD bringing cars to the Saab Heritage Car Museum USA. Photograph by Tom Donney. See the articles about the Museum on pages 12 and 20.

This issue marks the change from bi-monthly to quarterly. Since the price of admission to the magazine and club has not changed in the 13+ years that this editor has been in charge, this is the first real change due to finances that the magazine has experienced. Printing and publishing are fixed costs that have not gone down! I hope that NINES continues to fill a need for you and yours in the Saab community.


That being said, NEVS is bringing back the 9-3, albiet in electric form - see page 30 for the details.

To the future!

New Book Release

Bil

A car guy's 25 year journey with Saab



William "Bil" Walters

From the 96 to the 9000, one man's influence on product planning and strategy at Saab.

Order through your favorite bookseller or purchase on-line at amazon.com or at barnesandnoble.com



www.saabnet.com

Millions of pages of Saab Info and photos and over 1/2 million Saabers visited in the last year

Saab Bulletin Boards for all models - No Site Registration Required to Post Questions/Answers

Frequently Asked Questions/Answers Section including Owner and Service Manuals

Monthly Saab Raffles & Photo of the Month & Saab Photo of the Year Contests with Prizes

#1 Most Active Saab Classifieds - Get the Most for Your Saab/Parts

Saab Photo Galleries/Past Model Information/Polls/Events

Free Site Decals & Mileage Badges for your Saab

Saabers Helping Each Other (Saab Buddy Database): buddy.saabnet.com

facebook.com/saabnetcom twitter.com/saabnet

Saabnet.com was Featured in the 2001 Consumer Reports Used Car Buying Guide

From Our Newest Member!

I would like to join the SCNA (new membership.) My car is a 1998 Saab 900 S convertible (2.3, 5 speed) purchased in August from the second owner, who could not restore it further. Engine is strong, but it needed a lot of other repairs before passing NYS inspection. It is stored for the winter. Have a great holiday season!

Dale E. Faro
Webster, NY

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

We Wish You Only The Best!

I've been battling ALS for about 17 years now and the entire time my cars and NINES have been one of my few joys. I'm at the point now where I can't ride in my cars or hold NINES to read it. So please accept my apology for not renewing my subscription. I can tell you what a joy receiving NINES has been, it's an excellent publication. Keep up the good work.

Ron Raymond
Munnsville, NY



eEuroparts.com
OEM - Aftermarket - Performance

DETERMINED TO PROVIDE THE VERY BEST WHOLESALE PRICES WHILE SIMULTANEOUSLY OFFERING SUPER FAST SHIPPING & A HUGE SELECTION OF IN-STOCK PARTS HELPING TO KEEP YOUR SAAB RUNNING RIGHT FOR YEARS TO COME



www.eEuroparts.com
800 461 9769

From the Archives

By Bruce Harbison

This Issue's Article Is From NINES # 215 From August 1992. The editor at that time was Tim Winker.

Saab Trionic System

The Trionic engine management system is another engineering advance pioneered by Saab. It automatically and instantly adjusts ignition, fuel injection and turbocharger boost pressure for optimal efficiency and performance as driving conditions change. The result is a vehicle that burns less fuel and produces fewer exhaust emissions without any reduction in power output. Saab Trionic is standard on all turbocharged 1993 9000 models.

Controlled by a 32-bit microprocessor (provided by Luxor of Sweden) that can perform 2 million calculations per second—the world's first automotive application for such a powerful unit— Saab Trionic has the capability to meet today's and tomorrow's demands for cleaner-running, more powerful, fuel-efficient cars.

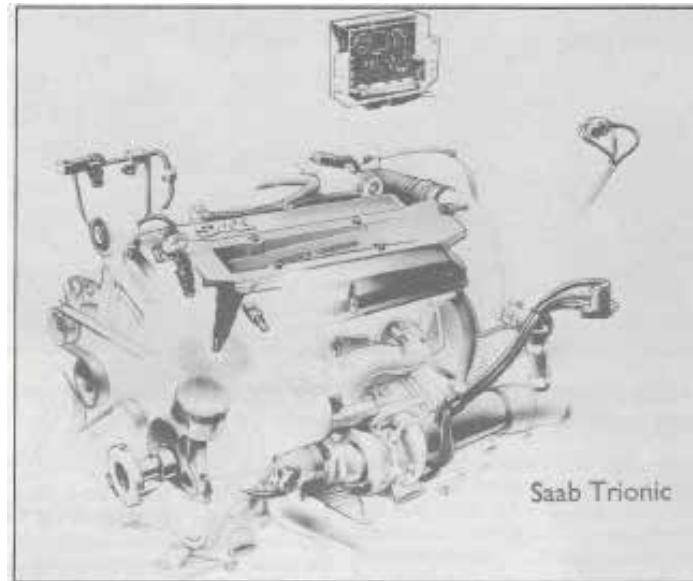
The Trionic system, which was totally developed by Saab, already has the capability of meeting proposed California emission levels for 1999, and future applications may control combustion efficiency even further. Not accustomed to settling for the norm, Saab joins an extremely elite group of automakers that have created their own engine management systems to suit specific engineering demands.

An adaptive system, Saab Trionic constantly monitors itself and actually "learns" from varying operating conditions throughout the life of the engine, storing the information for use under similar conditions that may later occur. The fuel injection, ignition and boost pressure are then immediately and continually adjusted to suit changing engine parameters.

In place of a familiar air mass meter, the Saab Trionic system measures a pressure sensor located closer to the combustion chambers, along with temperature, load, and speed sensing capability to accurately determine the amount of fuel required by the engine. Each cylinder benefits from its own individually-controlled fuel injector, which sprays fuel into each chamber through two nozzles, one for each intake valve in the four-valve head.

Injecting fuel into each cylinder according to firing sequence, the Trionic system features an extremely wide control range, allowing it to easily calibrate itself to alternative fuel specifications. In the interest of the

environment, by virtue of its new Trionic system, Saab is today preparing to accommodate the cleaner-burning methanol and ethanol fuels of tomorrow, and has already publicly unveiled a Saab 9000 prototype with multi-fuel capability.



The control of Saab's unique Direct Ignition (DI) system— another Saab innovation previously added to the 9000 engine in 1990—is also incorporated into the Trionic logic. Saab DI is a capacitive ignition system with an individual coil for each cylinder, and no moving parts for improved ignition precision, durability, and starting performance. The integration of DI within Saab Trionic allows for even faster starting— as soon as the key is activated, a small quantity of fuel is injected into each cylinder to facilitate ignition.

To supplement Saab's patented Automatic Performance Control (APC) system, the Trionic system monitors the combustion process and thus the onset of harmful knock through an innovative ionization measurement process. Since its landmark introduction 1982, the APC system has relied solely on a knock sensor which could, under severe circumstances, be interrupted by mechanical noise interference. With Saab Trionic, a low voltage is now applied across the electrodes of each spark plug after the combustion cycle. The need for a separate knock sensor is therefore eliminated.

The current flowing back from the plug to the Trionic control unit is measured and is a function of the number of ions formed. Careful monitoring can determine if incomplete combustion (knocking or misfire) has occurred, and fuel flow and/or turbocharger boost pressure can be adjusted accordingly. As a result, fuel consumption may be lowered and exhaust emissions reduced. Estimated EPA fuel economy values have subsequently

From the Archives cont'd

increased by 1 mile per gallon (MPG) for 1993—from 17 to 18 on the City cycle for those turbocharged 9000 models with an automatic transmission, and 26 to 27 on the Highway cycle for manual transmission Turbos.

The Saab Trionic system includes built-in diagnostic capability for improved serviceability. Committed to a strong, ongoing training program, Saab is ensuring that all US dealers are thoroughly familiarized with and outfitted to service the new system.

As we all know, Saab went on to improve the Trionic system with many upgrades and used it throughout the model range of the 9-3 and 9-5 until production ceased in 2011.



In Memoriam

By Bruce Harbison

According to an obituary in the Santa Fe New Mexican, Saab community member Ken Van Riper passed away on November 21. He was 68 years old and lived in Los Alamos NM. He was a physicist by trade.

The following is from Vernon Atterberry:

I got to know Ken about 12 Years ago. I was so impressed with his collection of vintage Saab parts and especially-hard-to-find, performance parts. When I would call Ken, he didn't waste time with small talk but would get right-to-the-point regarding what I was calling about. I bought special parts, wood steering wheels, and Monte Carlo carbs with correct numbered manifolds. He was incredibly organized and 'knew his stuff.'

I remember about six years ago I emailed Ken to see if he had a Monte Carlo I might buy. He responded that he did but did not know if he wanted to sell it yet. He was going out of the country for 4 weeks and said he would let me know when he returned. Four weeks later he mailed me and said he would sell. I was teaching at the University at the time, but Reba and I were able to take a three-day weekend to drive to his house. With a little work the Monte Carlo fired up. We named her 'The Atomic Saab' in accordance with Ken's past work in Los Alamos (which he never talked about). All together I bought three Saabs from Ken, the Monte Carlo and two Sonett IIIs.

Ken was the most honest person I have ever known. 'True Blue.' He never really talked a lot, but sometimes I would get a chuckle out of him. On Ken's

journeys east he would always stop off at my shop. We would talk Saabs and Reba and I would take him out for lunch. I am really going to miss Ken.



He had a 1960's vintage lighted sign that reads 'SAAB SWEDEN' which I would always try to buy from him. His response was, "Someday I will will it to you." Two weeks ago I received a phone call from Ken's cousin who told me that Ken had only a few days left to live, and wanted to know my address so he could send the sign. This was Ken true to his word! I called Ken regarding the message from his cousin, while he was near his last day and told him how much I appreciated his gift and told him we loved him. He died the next day.

The vintage sign hangs in my shop so it's the first thing I see when I open my shop door each morning. It shines bright 24 hours a day. Like Ken!

Ken passing will not go unnoticed and he will be missed by many in the Saab community.

Ed's note: You can see a photograph of Ken with his winning Convention Photograph Contest entry on the bottom right of page 8.

SOC 2017

Saab Owners' Convention Photograph Contest Winners

Top to bottom at right:

Fleet

- 1st Daniel Cahill
- 2nd Don Young
- No 3rd

Photo Portrait

- 1st Kyle Webb
- 2nd Bill Reber
- 3rd Don Young

Photo Impressionistic

- 1st Bruce Harbison
- 2nd Jan Gravely
- 3rd Kyle Webb

Photo Selfie

- 1st Ken Van Rippen
- No 2nd or 3rd

The SOC 2017 John Moss auction was held Sunday morning. Aply assisted by Gary Stottler, John's auction of Saab memorabilia brought in about \$4,500. Additionally, John reported that his "Old Farts Club" meeting of Saab former employees prior to the convention brought in about another \$150.

In the photograph below, John is auctioning off a candy box sent do dealers commemorating 60 months straight of sales increases for Saab. Of course, the chocolate was long gone.

All photographs by Seth D. Bengelsdorf.



Still Going Strong

By Tom Taylor

As reported in *Automotive Manufacturing Solutions* magazine.

As November marked the 40th anniversary of the original press-hardened steel patent, AMS took a look at how the technology has evolved and where it is heading next in an era of mixed-material vehicle production.

PHS was originally intended for agricultural parts such as mower blades but from 1975 the technology started to move towards automotive thanks to collaborative R&D between Plannja HardTech, Volvo Trucks and Luleå University of Technology. In 1980, contracts were signed between Plannja HardTech and Saab, Rover and Jaguar to develop PHS side-impact beams and in May 1984 the Saab 9000 became the first production passenger vehicle to use PHS.

The PHS side-impact beams were, however, three times the cost of conventional cold-formed, high-strength steel parts. They also suffered from scratching, warping and oxide scale (needing removal by shot blasting) and could not be welded, instead being fixed by three large rivets. Yet, owing to the ultra high strength, with minimum yield strength of 950MPa, the side-impact beams could be down-gauged by 50% while still meeting the stringent requirements of the American side-impact test. Still in pursuit of crashworthiness, Saab considered replacing the PHS side-impact beams with CFRP alternatives but these parts, designed by sister company Lotus (under General Motors ownership), were heavier and four times the cost of the PHS versions.

Up until the mid-1990s, the PHS market was monopolised by various divisions of SAAB, with the steel manufacturer exclusively supplying the sheet boron steel and the tier-one component maker (owner of the PHS patent) exclusively supplying the PHS parts. However, during the late 1990s, the PHS patent expired and this opened up the market to competitors; PHS soon reached the mainstream automotive market, albeit largely confined to Europe.

Looking to the future, select OEMs are due to increase the application of PHS four-fold in model updates between 2015 and 2020, a



The 1984 Saab 9000 became the first passenger car to use PHS.

good example being the 2016 Honda Civic. The increasing application will be supported by evolving technologies covering sheet-steel chemistries, coatings, microstructural control, process efficiency and automotive structural design. Sumitomo Metal Industries initiated the so-called 1800 MPa class of PHS, first applied to the bumper reinforcements of the 2013 Mazda CX-5; ThyssenKrupp Steel and SAAB followed with comparable products launched in 2016 and 2017 respectively, making PHS the strongest sheet material in automotive body engineering.

Automotive production has entered the age of the multi-material vehicle, which the various material industries including aluminium, CFRP and steel should embrace, seeking ways to optimise lightweight, hybrid construction in cooperation as opposed to competition. The decision of Audi to switch from aluminium alloy to PHS for numerous parts of the 2018 A8 safety cell is a prime illustration of the significant role PHS can play. As the incentive for lightweighting combined with crashworthiness continues to grow, fuelled directly by more stringent emissions legislation and indirectly by low-carbon technologies which add weight and crash hazards (for example, batteries in electric vehicles), the demand for PHS is set to increase.

Besides the traditional safety-cell applications, the use of PHS across the automotive architecture, such as crumple zones, chassis and suspension, and battery storage, merits greater exploration. potential.

Saab Clubs News

By John Sear



Photograph by Daniel Cahill.

Sixth Annual Talimena National Scenic Byway Tour

On October 14th 2017 I had the pleasure of hosting the Sixth Annual Talimena National Scenic Byway Tour for the Saab Club of Oklahoma in the small town of McAlester, OK. I began this epic tradition in 2012, and have been seen an increase in turnout every single year!



The Saturday morning line-up leaving the hotel! Photographs by the author.

For those who may not be aware, the Talimena National Scenic Byway is a scenic two-lane road that runs through the Ouachita National Forest from Talihina, OK, to Mena, AR. The road is filled with dips,

twists, picturesque overlooks, and (in our case) some well-earned tire wear!

Although the actual drive is a one-day affair, the full experience always starts on Friday night. One by one we arrived at the Best Western in McAlester, checked into our rooms, and began unloading... weekend bags, coolers, cars off the trailer, and transmissions out of a 900 convertible. It really wouldn't be a Saab event without at least ONE major parking lot repair!

The weather Friday night was perfect, and the setting sun provided the perfect relief from the heat.

Saturday morning always goes by the fastest, but this year, thanks to Jan Gravley's expert planning, all paperwork was signed, all name tags handed out, cars lined up, and we were off right on time. While keeping a pack of Saabs together on public roads can be a bit challenging, there's nothing better than looking in my rearview mirror to count all the great-looking cars behind me.

Unlike in years past, we split the group up into two convoys for the trip to the lunch spot in Talihina. The staff at Pam's Hateful Hussy Diner were appreciative not to see all of our hungry faces at once, I'm sure! After lunch, tradition is to gather for a short information dump about the road ahead, and for me, it's a perfect opportunity to watch locals' and onlookers' confused and amazed looks at all of our Saabs. This "one stoplight" town most likely only knows what a Saab is from our annual intrusion!

After giving everybody the warning talk, and threatening them with the possibility of earning the

Saab Clubs News Cont'd



"John Sear Award for Cooked Brakes" if they didn't drive appropriately for the conditions, we lined up and headed out. There were two main groups, and an unofficial c900 rescue group. The plan was to run half the road, and have both groups meet up at one of the scenic overlooks. Fortunately, thanks to some expert side-of-the-road fiddling, even the overheating classic made it to the photo spot! A huge thank you to Richard Rios, our photographer.

The second half of the drive is the most fun and includes a Mobil gas station with 93 octane AND a



Baskin Robbins at the end of the road! This spot was made slightly famous in 2016 when observant member Daniel Cahill noticed a 9-3 SS in the Sonic parking lot next door, and came to find out that the owner is a young Saab enthusiast! He has since joined our local Facebook page, and met up with us again this year after hearing about the event on Facebook.

The return trip to McAlester consists of a more direct "bypass" route, but some elect to take the scenic drive back as well. I had fully planned on taking the scenic drive both ways... but after a hot day full of boost, I didn't think my 9-5 nor I could handle it. Bypass for me!

On our way back, we happened upon the poor c900 sedan, broken down again on the side of the road, along with the 2 NG9-5 support squad. We stopped, and I offered to bring my truck and trailer down to rescue the car.

Once back at the hotel, everybody knew the drill, meet at Rib Crib at 7:00 for dinner. I hopped in what I've unofficially named the "Saab Breakdown Response Vehicle" and began my first rescue mission. Thank you to those who stayed behind and had the car loaded on my trailer before I even knew it!

Once we had every Saab back at the Best Western, the evening fun began, and the beverages began flowing. For me, the relaxing atmosphere and a growing group of people that I'm glad to call my good friends, is always the highlight of my weekend. The weather held out for another beautiful evening, and the Best Western once again allowed us the privilege of taking over their grounds for our festivities.

This event has grown every year I've hosted it, and every year is better than the last, purely because of the people who attend. I am flattered to see Saabers traveling from further and further to attend my little weekend event. This year we had attendees from Oklahoma, Texas, New Mexico, Arkansas, Kansas, Missouri, Minnesota, Indiana, Kentucky, New Jersey, and even Maine! We also had HALF the Saab Club North America Board of Directors in attendance!

Awards were given out for the following:

The "Chris Grider Swedish Meatball Breakdown Award" went to Evan MacKay and his c900 sedan (which will be back and better than ever next year).

The "Window Rattling Exhaust Award" went to Paisley and Noah Spain and their hot red 9-3SS

The "Mother Teresa Award" went to Ellen Zetmeir and her 9-7x for having a cooler full of cold beverages for the breakdown crew 60 miles from the nearest store.

The "Rodney Dangerfield: I Don't Get No Respect Award" went to Richard Allen and his Concours-winning 2001 9-5 3.0t.

The "Saab Nut Award" went to Gabriel Ward's flat nose 8v turbo c900 "walnut" for keeping up with my tuned 9-5.

For those who may be interested in attending this event in the future, please reach out to me via email or Facebook, or follow the Saab Club North America page on Facebook, and join the Facebook group Saab Owners North America!

The Saab Heritage Car Museum USA

By Mark McCourt

Reprinted from *Hemmings Daily*, a publication of *Hemmings Motor News*, with permission.

There have always been fine private collections of Saabs in the USA, but as far as we know—unlike in this automaker's home country—there's never before been a large-scale American museum, open to the public, whose core mission involves the preservation and display of Saab cars. Noted Saab collector and racer Tom Donney is in the process of changing that, with important help from key players in the Saab USA world.

Tom and his wife Patti, who are proprietors of Iowa's Fort Dodge Transmission, have been collecting these Swedish cars for decades, and came to own a large number of Saabs that cover the entire production range, from the 92 to the New-Generation 9-5. They now have the majority of the beautifully restored cars that were once part of General Motors' Saab USA Heritage Collection, along with their own Saabs, and the Donneys have established the 501(c)(3) non-profit Saab Heritage Car Museum USA.

This museum, which has been self-funded, is being set up in the popular tourist destination of Sturgis, South Dakota. Tom offers his thoughts on that location: "Black Hills is a vacation spot, and the city of Sturgis is very willing to work with anything we want to do. Hopefully we can draw some revenue off the (annual motorcycle) rally, and eventually figure out how we fit in with the 300,000-400,000 people who



Two 9000 Aeros and a 99 riding on "soccer ball" alloys arrive at their new home in South Dakota. All photographs by Tom Donney.

come out there every August. We're right there, off the interstate, very easy to find and visible."

The Saab Heritage Car Museum USA's existing building covers an impressive 38,000 square feet, and we ask about the plan for the space. "I would think we would want somewhere in the 85-car range on display. We'll also try to sprinkle in a mix of domestic cars, which may raise that number. We're going to dedicate 24,000 square feet to the museum, and 14,000 will be the restoration and storage section," Tom says. "Museums typically have a back room where they keep cars that aren't on display. I see ours as all being on display in some fashion. You'll have the section where the cars are all clean, and in the restoration center, you've got cars being worked on, and other cars stored on pallet racks. We'll also have a library section, which falls under the education part of our mission statement.

"It will be a different environment than most museums; I want it to be very dynamic," he continues. "What makes a Saab, a Saab, is the experience of being in it as a driver or passenger; otherwise, it's just another car. I want you to be able to sit in, to ride in, and hopefully, to drive the vehicles. If people are to feel the spirit of Saab, they can't do that by just looking at these cars. So we're collecting cars that we're hoping we can give people rides in, and we could allow some people to take cars out. We're even looking at having some Saabs you could rent! People have said, if you had Harley-Davidsons, we'd rent them from you. If you had a Saab, we'd rent that from you! So we're going to try to be creative with what we do out here."



A Sonett II and Sonett V4 are joined by a 9000, a 95 V4 wagon, and a "Classic" 900 sedan and convertible.

Of course, a museum of any size requires a substantial amount of money to run, and the Donneys' personal funds can't support this one forever. "We've got a \$75,000 predicted annual budget for just our fixed costs: property taxes, insurance, utilities, phone/garbage/water bills, sprinkler system, security monitoring, upkeep, all

The Saab Heritage Car Museum USA Cont'd

the things you've got to do," Tom reveals. But he also recently revealed an exciting partnership that promises to provide the Saab Heritage Car Museum USA an income stream to help keep those lights on.

Orio North America, the parts-importing company created out of the former Saab Automobile Parts, recently designated this museum as a Saab Official Service Center, and the museum has just partnered with the Saab-specialist online parts supplier, www.eSaabParts.com. "eSaabParts must be part of an Official Service Center in order to purchase parts from Orio, and they were in a position to make a move. Matt Nicklay—the inventive guy behind eSaabParts—and I talked with Orio North America CEO Tim Colbeck, and they agreed that this would be a good way to support the museum. Now, with this partnership, when people choose to purchase



A restored two-stroke 93 stands in front of a 9000CS auto-show cutaway once part of the GM Heritage Collection, and the green 96 Monte Carlo 850 that starred in an episode of *Jerry Seinfeld's Comedians in Cars Getting Coffee*.

their parts through eSaabParts, a large percentage of the profit has been dedicated to the Saab Heritage Car Museum USA."

The new relationship between the museum and this parts supplier will not be a one-way street, Tom notes, as he hopes to help Matt source vintage-Saab parts not available from Orio. "We spent \$10,000 in up-front money to have two-stroke pistons specially made by Wiseco Pistons in Cleveland; we did the same thing with connecting rods for the three-cylinder, two-stroke engines. We can produce all the main components to rebuild those engines, which really haven't been available, at least with quality components, for a long time," he says. "We're hoping we can do the same thing with 'Classic' 900s, and eventually 9-3s and 9-5s, as those parts fade away, too. We'll find out what people need to keep them running, and find a vendor to source them. Hopefully, we'll have enough avenues to sell them and turn a dime on them, and a portion of that profit will benefit the museum."

So, when will the Saab Heritage Car Museum USA open its doors to the public? "We're projecting about a two-year window to open," Tom tells us. "The building is going to take a lot of work, and because it's self-funded, Patti and I are taking it slow. People are welcome to stop out if we're around, we'll be glad to show them stuff. I'd be real glad if they'd stop out and give a hand! We need all kinds of stuff done: painting, lights changed, floors cleaned, washing cars, and putting air in tires—you name it, we need everything!" he says with a laugh.

There are many ways to support this museum: buy parts from eSaabParts.com; make a tax-deductible cash, stock, or IRA distribution donation; donate Saab parts and historic materials (or scans of literature and other documentation) for the library; help start a fundraising committee; even volunteer to drive cars from Fort Dodge to Sturgis, participating in what Tom calls a "Saab Stampede!"

"Everyone can play a role if they can get out here, and if they can't travel, maybe they can help through other means," Tom says, "We're only limited by what we can't think of."

Now, there's the old Saab-spirit!



This smiling Swedish steer symbolizes the near-600-mile northwestern migration of the Donney Saab collection.

Chasing Land Speed Records

By Tom Donney

2017 has been a whirlwind for me and Patti. With me receiving an artificial disc in my low back and my June purchase of the "Saab Heritage Car Museum USA" in Sturgis, South Dakota, land speed racing has taken a bit of a back seat. We were unable to make it to Speed Week sponsored by the Southern California Timing Association, in mid-August because my primary engine had been ruined by a vendor attempting to put a special coating on the cylinders. (We run a long-nose triple, carb block sleeved down to 66mm to be class legal.) Between this and the world renowned Sturgis motorcycle rally running the week before Speed Week, I simply did not have enough time to get my "backup" engine ready. And since we hope to draw income to support the museum from this 400,000+ person event at Sturgis, we felt it was important to be there and analyze the competition. But this meant that the time needed on my dynamometer with my backup engine would not happen. So we pushed going to Bonneville Salt Flats to an event called World of Speed (WOS), sponsored by the Utah Salt Flat Racing Association, in mid-September. The problem with running at WOS is that it's only a 3 1/2-day event (vs. 6 1/2 days at Speed Week) and the weather is almost always a factor and causes cancellation of the entire event about every other year.

After the Sturgis rally and the Saab Owners' convention in LA, I was able to spend a couple of weeks on my dyno with my backup engine and get it performing nicely. We were the current land speed record holder in our class of 501-750cc engines prior to going this year with a record of 123.075 mph. We did that in 2016 with an engine producing 104 hp in its most stable form (safe levels of compression & timing), running on a Mustang chassis dyno in 3rd gear at approx. 100 mph). After two weeks of testing and over 100 Dyno runs we were able to tweak the backup engine to produce 116 hp in a semi-unstable condition. (Which means more compression than I should be running in Iowa!) With the extra horsepower we were fairly confident if we could get to the salt and not blow the engine we could set a new world record.

That said, we set out for the salt on Wednesday, September 13 and drove 20 hours straight to get to Bonneville Salt Flats. We put the car through technical inspection on Thursday afternoon and did not have any issues. We attempted to get fuel from the fuel truck which is the only place you can buy fuel in a land speed racing event like this. Both the fuel cell and your refill tank are required to be sealed under the eye of a race official. If the seal is broken or something



All photographs provided by the author.

looks strange your record will be disqualified. It turned out the fuel truck would not open till after racing started on Friday due to the vendor's inability to bring the fuel truck onto the salt--a snafu that I've not seen happen before.

It turned out the fuel situation did not matter because when racing was to start on Friday morning the winds were too high and racing was delayed all day long. We had received our fueled by 11 AM and decided to take our car to the starting line, which is about a 45-minute trip. Distances at Bonneville are very hard to imagine but you can watch the curvature of the earth disappear over the salty crust surface. A very unusual landscape indeed. And your race car must be towed anywhere you take it, at a maximum speed is 15 to 20 miles an hour because of the bumpy salt surface.

Chasing Land Speed Records Cont'd

though they plow the salt much as you would plow a street with snow, it was still a very hard surface and bumpy and hard to control my car at speeds of over 115 mph. This is a new phenomenon and something I had only started to experience last year in 2016 as the salt conditions have steadily degenerated over the last several years. As many of you may know most events were canceled in 2014 and all events were canceled in 2015 due to thin salt and wet conditions. The salt used to be over 2 feet thick back in the 1950s but mining and other factors have caused the salt crust to diminish to an extremely unsafe level. And a byproduct of this is a very hard surface. Some say it is because a local mining company is now putting salt back on to the surface of the flats, but it seems to be much harder since it no longer has potash in it. (Potash is what they are mostly mining.) Also the salt becomes airborne very easily where it used to be wet and sticky. There are many agencies studying this to see what exactly going on.

Back to racing!! Saturday afternoon late we were able to get up into the first starting position but unfortunately the races were called just before it was our turn to run due to the low light of sunset. So once again since we were in the first position we decided to leave our car out on the salt overnight rather than securing it in the safety of our trailer back in the pit area several miles away.

On Sunday morning we came out and made a few minor changes and tricks and found the magic formula to make the car run as it had back in Iowa on the dyno. Our early morning run on Sunday produced what is called a "qualifying run" where we exceeded our own record of 123.075mph by a speed of 124.479mph. We actually hit 125mph on the GPS for about 6 seconds but the only speed that matters is the average speed from the 2 to 3 mile mark.

In the land speed racing at Bonneville setting a world record is a two-day event. It requires what is called a "down run" or a "qualifying run" where your speed must exceed the current record. Once you have done that your car goes to an area called "impound" where you have about four hours to work on it and then you must cover the car and leave it overnight. Then in the morning you come out early before daylight and get your car ready and as a group of qualifiers get escorted under the watchful eye of the officials to the starting line. This is what is called a "return run" or a "record run."

Once both runs have been recorded (your down run and your return run), you take the average speed

Our car sat in line all day Friday as we patiently waited to race. But it was to no avail as the winds got stronger all day long. The races were officially canceled for the day about 5:30 PM, and we made the decision to leave our car out on the salt overnight, thereby keeping our 6th place in line so we could start racing early Saturday morning.

On Saturday morning we able to run by 9 AM and had a disappointing speed of only 119.6 mph averaged from the 2 to 3 mile start to finish. That was much slower than our 123.075-mph record and I was a bit puzzled as to what to do next. We made some quick jetting entire changes and were able to get our second run in by around 2 PM. That run produced an even slower speed of 118.6 mph, much to my dismay.

One thing not helping was that the track was extremely hard and bumpy. The winds on Friday had dried it out but now everything was in bumps. Even

Chasing Land Speed Records continues on page 24.

Saab by the Numbers

By Roger S. Harris

It was in 1956 that Saab was introduced to America at the New York Auto Show. The Saab 93 model was a brand new production model that year and established the vintage Saab look, at least from the front bumper to the rear of the driver's door. 1957 was the first year of US Saab car sales with 1410 vehicles sold that year. The 1960 introduction of the model 96 changed the rear half of the car profile as seen by the picture below.



An example of an early 1960s model 96.

The sales of Saabs with the two-stroke, three-cylinder engine peaked in 1965 with 48,516 cars sold worldwide that year. In 1966, the two-stroke engine technology was as good as it would get that year with the offerings of both single and triple carburetor fuel systems and the offering of both gas tank and



The mid-1970s four door model 99.

injection for two-stroke oil lubrication systems. The model 96 was about to get even more popular with the U.S. introduction of the V4 engine in 1967.

Time marches on and the new Saab 99 model was introduced to the press in the late 1960s and continued to evolve throughout the 1970s to become more reliable and luxurious. Saab production for the model 99 model peaked in 1976 with 72,819 cars. Total 1976 Saab sales that year was 95,927 cars and included the model 95 and 96 V4 models in European markets.



1986 900 Convertible.

While the 99 model continued in production in the 99 and later the model 90 forms through 1987, the 900 series really captivated the car-enthusiast buying public to the highest degree. Saab sold 48,181 cars in the US alone in 1986 and peaked at selling 134,112 world-wide in 1987. The introduction of the convertible and 9000 models while still selling the 99-derived model 90 abroad helped Saab reach that figure. The Japanese luxury brands had not yet entered the US market to compete with Saab. The



Early new generation model 9-3 Sports Sedan.

Saab by the Numbers Cont'd

1986 900 reliability was pretty much at its peak with upgrades made during the seven previous years. The production of the Classic 900 models peaked in 1984 with 88,188 cars made.

During the current century, Saab peaked at selling 133,167 cars and SUVs in 2006 worldwide. However, surprisingly, Saab sales in the US peaked in 2003 (coming very close to the 1986 record) when the new Saab 9-3 Sport Sedan was introduced. With the hatchback model discontinued that year, one would think that the 9-3 SportCombi would have made more of a dent in the sales when it was introduced in 2006 and during the following years. 2006 was a good year for 9-3 reliability. The 9-3 model was awarded the best double pick for front and side impact safety.

Despite the slow decline (to about half as many cars as sold in 2003) in US sales during 2004 through 2008 years, the overall global sales figures were fairly stable from 1998 through 2007 with approximately 115,000 to 130,000 cars sold each year. The European sales figures of the Saab 9-3 peaked in 2007 at 63,445 cars and were at about three times the US sales in 2008 and 2009. As to the lower 2008 and 2009 figures, there was a significant downturn in the economy, which along with GM putting the brand up for sale and then into Chapter 11 bankruptcy proceedings in 2009 impacted Saab sales.

Year	U.S. Saab car Sales
2000	39,479
2001	37,557
2002	37,805
2003	47,914
2004	36,371
2005	30,131
2006	29,125
2007	27,336
2008	17,705
2009	6,462
2010	5,446
2011	5,610

It is sad that GM's restrictive sales agreement with Spyker boxed the Saab brand in to the extent that they could not keep the models in production for a longer period of time. (It was almost as if GM wanted the money for the brand but did not want the brand to survive.) It would have helped the remaining Saab Service Centers in the United States to have more inventory to focus on the brand. It would have also allowed the new generation 9-5 wagon to be introduced and to make a dent in the sales targets.

There were only twenty-one 2012 model year Saab cars sold in Canada and 1108 in other European

markets. NEVS resumed production of the slightly updated 9-3 sedan briefly in late 2013 into 2014. NEVS reportedly made a total of 78 cars in 2013, some in 2014, and at least 42-100 in 2015. Clearly, these are very low numbers of new cars!

So technically, the first model/production year that new Saab cars were not offered for sale was perhaps 2016. While NEVS reportedly has an agreement with China to supply over 100,000 NEVS electric-powered 9-3 sedans for a couple of years, there seems to be a delay in production in part from the decision to manufacture the cars in China instead of Trollhättan, Sweden. It will be interesting to see what happens next with the NEVS brand utilizing Saab DNA.



A view of the 2018 NEVS 9-3 wagon and sedan.

Ed's Note: In late breaking news, NEVS announced that in December 2017 the NEVS Tianjin project kicked off production, marking a new stage moving from development into industrialization. This is an important milestone in implementing the NEVS vision to shape mobility for a more sustainable future and the start to delivery of EVs to our partners.

The installed annual product capacity is 50,000 electric vehicles in Phase I of the Project, and 220,000 is the plan for phase II.

As the world's leading one-stop diversified mobility platform, DiDi predicts there will be 1 million electric cars running on its platform by 2020. As a major partner, NEVS will provide DiDi with cost-effective high-end EVs.



On The Column



By William "Chip" Lamb

Just When You Thought You Were Done With Me!

It came as a happy surprise the other day when Editor Seth sent me a message telling me I had one more installment to make, for there's always more to give, particularly on this Thanksgiving morning! Whether you're thankful for that is up to you, dear reader...

Last week, I headed out of town to pay a client for a consigned car and then further on to the wilds of far western Kentucky to visit old friend and long-suffering West of Sweden customer Paul Nielsen. Back in June, I had bought a 1964 96 from Paul as a plaything and was eager to not only pick it up but visit with him as we hadn't spent much time together in some years. On arrival, I upgraded my purchase, acquiring not the car I had purchased but a lovely white 1962 96 with a factory sunroof and a warmed-over Mighty Three for a bit more of my hard-earned cash. The pleasure of visiting with Paul was only eclipsed by the unexpected pleasure of the "trade-in" and reminded me of another amusing trade-in I had once heard of, when a late US Army helicopter test pilot named Jim Whitman once told me that he ran up some very impressive miles on a 1962 DKW 3=6 and then traded it in on a brand-new 1965 96!

The run home was not without incident but certainly a blessing or two. On the morning of my departure, I woke up early and had an extra cup of coffee before heading out. I'll also add that Paul's neighbor, a retired truck driver named Herbert, exhorted me to try a different way back to it than the way I had come in, a route that proved to be a bit longer on local roads. By the side of Interstate 24 East, I stopped to "bleed the hydraulics" at a Marathon gas station. While checking over the straps, I smelled something akin to the slow roasting of an old tire. Our faithful car lot flatbed trailer was the culprit; specifically, the right front wheel bearing was busily cooking the inner bearing to the stub axle. Thankfully, Google came to the rescue and I found a big truck service garage who could take me in immediately just one exit down and I gingerly set off. Owner Travis and I made fast friends and he went over all four wheels, removing some delaminating

brake shoes and fitting two new sets of hub bearings while repacking the others. Despite not having working brakes for the return trip, I had a lot easier go of it than if I had not noticed this prior to getting up to speed; though somewhat later in the evening due to this incident, I made it home that same evening as planned.

This isn't the only Saab in inventory at present, for another old friend came calling a week prior with two long-campaigned racing Saabs, the former Willy Lewis' 1967 96 GT3 and a trusty orange 1974 99 built in-house about 15 years ago. Owner Len Schrader ran the former Reinertsen Motors Saab of Denville, New Jersey for many years and turned to me often in years' past for advice and parts to keep these cars competitive, which they were if my memory and his time sheets are anything to go on. He has moved on to other interests and these cars are slowly being prepared for sale with me, which will be a lot of fun to do in the coming weeks.

It's funny that some things come full circle in this regard. I chuckle as I stumble over bits of Saab in my shop today that my affinity for these cars in particular hasn't waned after over two decades of varied professional and hobby-related involvement with them. Long after many who warned me that making my hobby a profession would burn me out have themselves moved on from Saabs and the hobby also, I'm still here and very active. Our community, our club and the greater hobby are all worth being thankful for as we make lasting relationships and true friends along the way.

A car friend who I wished I knew better passed away the other day and a line from his eulogy is worth repeating: that he loved people and used things - and not the other way around. This hobby is a great reminder of the value of that commitment and as we go into the holiday season yet again I hope you remember that if nothing else that I've written.

And so, wishing you all the best for the holidays and in the coming year, I promise I'm not going away forever, at least not yet. See you in 2018!

Simon du Stroke (Jr)



The Guppy

By Robert R. Pandaleon

This past May I purchased my first Saab ever, which is a 2004 9-3 Linear which I call "The Guppy." I have owned all kinds of cars such as Volvo, BMW, Porsche, Miata, and even a Buick Roadmaster with a Corvette LT-1 motor in it. What would possess me to buy a car from a defunct manufacturer?

I was always interested in Saabs. I tried to get my father to buy a 900 in 1985 but he opted instead for an Audi 4000S (a great car). I appreciate the look of the classic 900. I have clear memories of our ski trips to Vermont on Interstate 91 during evening snow storms and being passed by 900s like there was no problem. There must have been some snow superiority to these cars that I had not experienced. I think a Swedish car is an interesting novelty. I thought Saabs had a prep cool aura.

I began my search for a Saab in February or March. What I lack in deep pockets I make up for with much discretionary free time (a great benefit of self employment). I spent many hours finding my Saab. I did a lot of reading. Old Consumer Reports buying guides specifically listed the 2004 9-3 as a used car to avoid. I drove an old four door 900 automatic which had a gas pedal that didn't seem to do anything (but, it was a nice looking car). I drove a few bad 9-3s. One had so much hail damage that it looked like a Titleist. Another one had a distinct Eau De Junk Yard smell. Always look at the tire brand on a used car, it tells you a lot. I saw a real no name tire brand on one 9-3 that I looked at. Then, there was a 9-3 with the long expired inspection and the check engine light. I did find a beautiful low mileage 2002 9-5 ARC 3.0 V6 which I tried to buy but my pockets were not deep enough. It's probably just as well that I avoided that particular motor based upon what I have since read. The 9-3 2.0 liter has a timing chain instead of a belt which can be a big money saver when maintaining an old used car.

By this point in time, I had way too many hours invested in this search. My geographic radius was about 100 miles. I was traveling to see these cars. Then in my daily internet search (inexpensive Saabs sell quickly, by the way) I came across a newly listed 2004 9-3 Linear 5 speed with 107,000 miles about 75 miles away. I wasn't really looking for a manual but I do know how to shift. The car was not yet priced and no photos were up yet. It was being sold by a well known shop. I called and eventually spoke to the owner of the operation. He said his shop was so busy that they didn't yet have time to prep the car for sale. He gave me an as-is price which was great. So, I went to see it and bought it after a test drive. I broke all my own rules. I did not have it inspected by a mechanic. I did not run a Carfax search on it prior to purchase (although I did run one after I purchased it-not rational). It had next to no service records. The shop owner told me that the prior owner

had traded it in for a newer 9-3 6 speed manual and had owned it for 10 years (long prior ownership is usually a good sign). I bought it in spite of Consumer Reports' warning. I had a lot of confidence in the seller. He had a lot of Saabs for sale and he is a vintage racer of a Volvo Amazon who does sub 1:10 laps at Lime Rock (the best I could ever do in my old 1989 Porsche 911 was 1:15). Some of you will know who this person is. I had no trouble trusting him in this purchase.

I bought the car in May and I have driven it 9000 miles in 6 months. As I said previously, I have owned all kinds of cars, but this car is fantastic and a real surprise. It gets really good gas mileage along with plenty of power. I drove it from Allentown, Pennsylvania to Toronto and



back and I was getting 36 miles per gallon. With a 16 gallon tank the range is very high. The 5 speed is easy to use and the clutch is smooth in engagement

(much smoother than other 5 speeds I have owned). The 4 cylinder motor is quiet and feels like a 6 cylinder when the turbo starts to work. It's like two engines: a four cylinder that turns into a 6 cylinder when you need it. The steering and tracking are fantastic. I take the car on many 3 hour trips and the highway feel is very reassuring and relaxing. The seats are very comfortable and are pleasant for long trips. The car is not as distinctive looking as a classic 900 but it is very pleasant to look at. I look for any reason to take this car on any kind of trip.

Now I am a Saab convert. I am learning all that I can about the history of Saab in the U.S. It's a lot of fun to be at the beginning of the learning curve. I am hoping someday to find an old 2 stroke triple or V-4 96 to tool around in (3 or 4 on the tree?!). The Saab club is great and I have taken advantage of the 10% parts and service club discount at my local shop. And now we have Parts For Life which sounds great.

So, why do I call it "The Guppy?" Because it's the base model with the fewest options available in 2004 (no sun roof, manual seats...) Years ago I bought a new Honda Civic Hatchback with no radio, no air conditioning and a 5 speed. The sale manager, Sal, told me that they called these stripped down models 'guppies.' I am including a photo of this car in front of the old Taylor Motors Saab dealership building in Ottsville, PA which was a factory dealership in the 1960s.



Professional Perspective



By **Chuck Andrews**

Vision

Have you ever had a vision, a dream, or maybe just an inkling of something you really felt the need to do or accomplish? Long-time Saab enthusiasts Tom and Patti Donney, from Fort Dodge, IA, have a huge vision. Maybe you attended the SOC, have read in the auto media, seen in *NINES* or observed on social media that Tom's and Patti's vision is to create the Saab Heritage Museum USA in Sturgis, SD. This vision will be successful if the Donneys can see this project through but it will take time, assets and help from Saab friends like me and you.

I would like to start this article by describing what "huge" means in the Saab realm. We are not Ford or GM or America's Car Museum in Tacoma, WA, which has 350 cars and 165,000 square feet for display. We are talking about Saab. When we think of a Saab museum we would naturally think about the largest, finest in the world located in Trollhättan, Sweden. Being a factory-financed, built and sponsored part of Saab for many years, they have about 70 usual to extremely rare Saabs and memorabilia on display under the watchful management of Peter Backström. He is a long-time Saab employee and museum manager. The Saab Car Museum web site says that Peter has probably 50 or more additional cars not on display that may be rotated into the museum. These fine examples are there to see for a fee. You may look but not really touch, open doors or otherwise potentially damage or wear out any parts. It is a wonderful, well-organized but somewhat typical museum. You might remember that the museum in Trollhättan was part of the bankruptcy of Saab and was sold to investors. The winning bid was made by the city of Trollhättan, the Saabgroup, and the Marcus and Amalia Wallenberg foundation for about \$3.4M. The museum is currently supported by the Saab Car Museum support.

group. Membership costs about \$25 per year and there are almost 1,000 members. Also included are the city of Trollhättan, Vastra Gotaland region and museum admission fees. I couldn't find what the total admission fees are per year but I think they supply about 20% of the total income. The largest event held at the museum is the Saab Museum Festival. In 2017

the festival had between 15,000 and 20,000 visitors at the three-day event. If you have never attended this event I can tell you from experience that it is well worth the trip for diehard Saab folks. This is a world-class museum which has been, and we hope will always be, an anchor for Saab enthusiasts around the world.

As you read in other reports and may already know, Tom Donney has been collecting Saabs for years and years. His vision is to put them into one place where they can be displayed, touched, given a ride in, rented etc. It is a tall order. The building they have purchased in Sturgis, SD is awesome; 38,000 square feet of mostly empty building in two sections, 14 ft tall doors and a ceiling height of at least 20 feet. This building is amazing. In this *NINES* publication on page 13 is a picture of me backing the truck and trailer in the door of the building that is almost an acre in size. Is it large enough? Yes! For the 90 cars or so that will be displayed in the 24,000 sq ft section, it is great. Fantastic! There is storage room for the other 60 or more cars in the restoration part of the building. (14k sq ft.) Tom's vision, which I think is evolving, is to have a balcony catwalk around the perimeter for large views of displays on the floor level. There may be many windows allowing natural light inside as well as for visitors to view the surrounding Black Hills. All of this will be accessible from the welcome center. Can we envision world class? As you read the other articles in this issue of *NINES* you will see more details about costs to operate the facility and some of the revenue streams planned for. Take the time to comprehend the size of this project. This structure is like a blank canvas. It will be able to be anything that can be envisioned. Ah yes, and paid for!

How important is this project to us as Saab owners? I think it can be the anchor that we as Saab owners don't have in this country. A permanent home? Sturgis is not close to most of us but midway to many of us. Sturgis has the largest drivers' event in this part of the country, entertaining the Harley Davidson motorcycle aficionados. There are over 400,000 attendees just in that couple of weeks and in addition, there are other car marques that have rallies in Sturgis, so the summer is a beehive of activity.

Eventually, the Saab Heritage Museum USA may include a Saab service point, technicians to service your car while visiting, and the chance to rent an old Saab to drive through the beautiful Black Hills. For now, there is a web site to order parts that will help support the museum (eSaabParts.com). In the future there are plans to provide and to outsource new out-of-stock parts for Saab owners worldwide. We may have to realize that in time, as our car numbers

Professional Perspective Cont'd

decrease, the availability and quality of our parts sources may deteriorate also. ORIO and others are great for now! The museum hopes to support and ensure that this does not change!



2002 Volvo ten-car transport (Lulu) purchased by the museum from Leticia Briseno. Name Lulu given to the truck by Leticia's daughter. Pictured is Chuck Andrews with Leticia taking possession, loaded with Saab 9-5 & 9000, headed from St. Paul, Mn to Fort Dodge, IA. Photograph by the author.

How can you help? Donate to the museum! They can accept your tax-deductible contribution now. I would think that Tom and Patti will have a membership support group similar to the one in Trollhättan. You can buy a T shirt!

What else are you able to do? Email Tom and volunteer your services! This vision needs helpers--lots of help, help, help. Organize your local Saab group and come out to Sturgis and do a project. (I think Tom has many projects that he has not shared yet). Plan a vacation to the Black Hills with some time to assist at the museum. Many of you know Tom is not a slave driver! We have a great time working together in Sturgis and you will too. If we can help with the work, the money goes further doing things that we can't do. With all hands on deck it is going to take a couple of years. Let's all work together to make this happen.

Now let me tell you about my personal experience volunteering. When I first heard about the vision and the explanation, I contacted Tom and volunteered to drive or haul cars out to Sturgis. I did not know at that point that there were 150 or so Saabs that needed to go the 600 miles out to their new home. I also expressed that I have a CDL and a medical card so I could drive a truck interstate to haul the cars. Tom agreed to allow me to use his Chevy 4dr. dually diesel to pull his three-car trailer. At the appointed date, Linda dropped me off in Fort Dodge, IA. Tom



Saab Stampede. Top picture: Micheal Lamy leans on the hood of the C900 he drove from Ft Dodge to Sturgis. Middle picture: Tom and Micheal celebrating a successful arrival in Sturgis. Bottom picture: Selfie taken by Micheal Lamy, then following left and around the circle is Jim Volgarino, Greg Andresen (who stopped in to offer his services and show us the Viggan he had just purchased in Utah and was driving home) Tom Donney, Chuck Andrews, and Paul Ellis.

Professional Perspective continues on page 25.

Through a Windscreen Darkly



By Linnea Krajewski

The Last Ride of Tunnan the Great

Just about everyone grows up with a pet. We had a Doberman and a German shepherd; the Doberman bit everyone in the house except for my father and my brother Phil, and the Shepherd was intellectually challenged. He dug up rocks and barked at them. He barked at running water. He jumped on the back of our toboggan as it raced downhill, forgetting that he was tethered to one of the clothesline supports. When his chain ran out, so did his ride.

I had always had a fascination with guinea pigs as a child, but my parents would rather have put up with our German shepherd eating my starfish collection or digging lobster shells out of the rubbish and snacking on them than dealing with some exotic animal of which they knew little. Finally, as I was heading off for the University of New Hampshire, I liberated a red-eyed white pig from a local pet store. I named the fellow Marco Polo, and he went just about everywhere with me. He trundled off to class with me every morning....I knew that he had gotten his head out of my knapsack when people walking toward me began giving me the fisheye... was that really an animal poking his head out of her backpack? Marco nibbled carrots while I took notes during long boring lectures about Rousseau, Locke, comparative political systems and the neverending collapse of the Italian polity. I think that he had more fun at UNH than I.

Fast forward a few (OK, many) years. I wandered into the local Petco to pick up parrot crunchies for Merlin the Magnificent and filter medium for the aquarium. Waking past the Petco Zoo, there was a little red-eyed white boar guinea pig sitting in a corner of a very large cage, all alone. Before I realized what I was doing, I was loading a 20-gallon aquarium, hay, shavings and a guinea pig into Rosamund and heading off to settle my pig in his new home. After I got him established, I sat there watching him watching me and wondered what to call him. He was a round little ball of white fur with intelligent red eyes and a nose that twitched and quivered, taking in all of the scents in his new house.

Marco was out....that name retired when Marco Polo left us. I didn't want to call him Porky or some cutesy name like Snowball or Frosty; I wanted something distinguished and different.

Finally, I had it. Tunnan. Perfect. When he grew up, he would be sort of barrel shaped, so the name would fit. The name graced the Saab 59, the first Saab with a jet engine. And, where Tunnan would be traveling in many Saabs, it just seemed like the logical choice.

Not only had Tunnan come home with an insane amount of toys, dishes, water bottles and other accoutrements, he also came home with a nasty upper respiratory infection. URIs can be fatal, especially in young pigs, so we set off to the vet so that Dr. Holmes could meet Tunnan and set him on a path to wellness.



Tunnan meets Tunnan, 16 years ago. Photograph by the author.

At least that was the plan. As we were on our way to the vet, Rosamund lost the vacuum hose at the intake manifold. As soon as I realized what was happening, I headed for the shop, knowing that the fix was easy, but if I took my foot off of the accelerator, Rosie's engine would stop and not restart.

We were doing fine until we got to downtown Providence....traffic was stop and go and I wanted to move into the lane closest to the breakdown lane in case the inevitable happened. However, on my way over, Rosie got cut off by an Infiniti and blocked in by a Lincoln and then traffic stopped. About the same time, Rosie's engine died and refused to restart. There we were, stuck in the middle of the highway,

Through a Windscreen Darkly Cont'd

some jerk in a Prius behind us leaning on his horn. I looked over at Tunnan in his crate and apologized... then said a prayer under my breath and got Rosie's engine to start.

Ten minutes later, an AAA truck was pulling up behind us, getting ready to tow us to safety. As the driver hopped into the cab of the truck, he said "That's a mighty unusual looking cat you have there, m'am." To which I replied, "That's because he's a guinea pig." The driver seemed surprised to see a guinea pig in a pet crate in his tow truck. I'm sure he chalked it up to just one more unusual thing that tow truck drivers see in their career.

Tunnan did finally make it to the vet. Two weeks later, in much better health, he went down to Charlotte for the Save Saab rally at the Swedish Garage. He enjoyed meeting Daryle and Daryle was quite taken with Tunnan. From there, it was several trips home to help clean out the lake house; Tunnan settled in comfortably with my parents, who accepted him perhaps a bit quicker than they did Marco.

Tunnan made the scene at Carlisle' our friend Tony DePaul tried to make friends with him and Tunnan ducked under his blanket, a little intimidated by all of the people around him. He did make quite an impression...children ran up to see him, folks wanted to hold him and pet him. I coaxed Tunnan to sit atop a bucket under John DelRosario's then Aero wagon...John's registration plate read TUNNAN, and I just had to get a photo of Tunnan under the TUNNAN license plate.

From Carlisle, Tunnan was my co-pilot on the Great Midwestern Road Trip. Along the way, he saw the inside of various Cracker Barrels from the comfort and secrecy of my knapsack. I would usually wake him from a pleasant nap, and, as I was loading him into my backpack, he would grumble and snort until he settled himself. Once in Iowa City, Tunnan guarded our room at the Hilton as I unloaded parts and set up the parts tent at SOC. We watched the sun set and then rise over Lake Michigan from our hotel room in Kenosha. He stayed in a drab hotel room while I visited the Gilmore car museum in Hickory Corners, Michigan, and then it was off to Niagara Falls and then home. Tunnan rounded out the show season with me by going to Swedish Car Day in Boston, where he was, once again, a hit with just about everyone who met him.

Tunnan shed his bachelor existence in early 2013 when Imogen, a very tiny white English crested pig

came to live with us. He took on another roommate later in 2013 when Ebba, a red eyed white Sheltie pig joined the family. Tunnan had a nodding acquaintance with Greta, a Himalayan pig that came to live with us in late 2012, but she made Tunnan aware early on in their relationship that she preferred to live alone.

Tunnan traveled down south to Georgia....he went to St. Simon's Island and to Tybee Island, he went to Tybee twice, taking in the sights and the sunshine. He went to SOC '13 in Albany, watching over his girls as I once again toiled in the parts tent. He went with us to our many trips to South Carolina to take in the Euro Auto Fest. He was a regular at Carlisle and the Perry County shows. It's not a stretch to say that wherever I went, Tunnan was not far behind.

Over this past summer, I noticed that Tunnan was sleeping a lot; he had turned five last November and he was slowing down. Guinea pigs live, on average, five to seven years with good care. One morning in early fall, I was leaning over to clean out the guinea pig run, and Tunnan stood up on his hind legs and licked my right cheek. I drew back and looked at him and he at me. I was beginning to understand. Tunnan was starting to say good bye to everyone in his life that he loved.

The morning was quiet. I had come in once again to clean the guinea pig run. Tunnan looked a bit unsteady on his feet. He looked at me, and those red eyes, so quiet, so wise, were telling me that it was time. I picked him up and gently placed him in some towels and laid him down on my bed. I sat there watching him as he quietly took his last breath and started off on his final journey.

We brought him home, Roxie and me, Tunnan in the back seat, as he had ridden so many times before. Dad helped me lay Tunnan to rest under an old oak tree in the back yard. Once we were done, I stepped back and thought of all the places we had been...Iowa, Virginia, Ohio, Georgia, Indiana, North Carolina. I felt privileged to have been in his company, sitting in the sun with him in my lap, gently rubbing his chin and listening to him purr happily.

Somewhere, over the Rainbow Bridge, Tunnan sits, enjoying a bowl of cilantro and blueberries, waiting for me....

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

Chasing Land Speed Records Cont'd

over the two runs, in the same measured mile, and if that average speed exceeds the old record you are now the proud owner of a Bonneville land speed record! (Since my car is slower than 175mph it only



Racer Lynn St. James stopped by to give the team her thumb's up.

runs a 3-mile course so my 2-3 mile average speed is always my fastest. Faster cars run a 5-mile course but sometimes are the quickest from the 3 to 4-mile and that's where they must average their record run the second time.)

We took our car to impound and spent the necessary time (maximum of 4 hours allowed) to make adjustments and check the car over carefully for any possible issues. We were going to leave the area as required after 4 hours but we were informed that due to weather coming in on Monday morning they were going to be running our return runs (record runs) later that afternoon. Many of us racers in the impound wondered about this since the weather forecast looked good till about noon on Monday and typically your car does not run as well in the heat of the afternoon. That said, at WOS heat is normally not an issue; the hottest day we had was 78° which occurred on Sunday afternoon for our record "return" run. During Speed Week this temperature could easily have been 98°, which is a factor.

All that said we went ahead and made a return run in the car about 4:30pm and the Saab ran perfect up until about the 2 1/4 mile mark with a speed of 124mph. At that point it picked up a very slight engine miss and our speed instantly declined to 121 mph. Even though the miss was slight it was enough to cost HP and speed. But fortunately the miss went away at the 2 3/4 mark rather than becoming a complete engine failure! Then from the 2 3/4 mile mark to the finish line at 3 mile the car actually gained its power

back and the speed increased to 123 mph in that last 1/4 mile. 123.052 mph was our official return run speed.

This gave us a two-way average over the two days of 123.765 mph and a new world speed record for a J/GT class. That speed record is actually faster than the I class which is the 751-1000cc engine class above us!

But since we set our record on the last full day of racing we only had half a day on Monday to try once again to establish a faster record. Knowing we would only have a couple runs on Monday we decided to go with a "break a record" or "break a part" approach. We swapped to a higher compression head and a higher octane fuel and simply ran out of time to make the combination work at a faster speed. We were able to squeeze in three runs Monday morning and our third run look to be the fastest, running 123 mph at the 2 mile mark until I ran out of fuel! I know that sounds ridiculous but we only had about a half hour of racing left and it would've taken us 45 minutes to an hour to refuel our tank since it must be done under the official sanctioning rules. We made a calculated guess we had enough fuel and were wrong. We had switched fuels that morning and the specific gravity of the new fuel was lower, thereby causing fuel consumption to increase slightly and our small fuel-cell to run out after 2 and 2/3 runs! And as anyone who has raced knows, if you run out of fuel in a race you're going to burn up an engine. So we succeeded in "breaking a part."

As a sidenote we dedicated our last run to a friend of mine and former employee, Brian Healy, who lost his life at a too-early age to cancer. And just as Brian's life had been cut short by cancer, so was our run cut short at the 2-mile mark due to running out of fuel.

All in all we had a great time at the salt and I was finally able to take my long-time friend Chuck Crimmins. Chuck had made the 20-hour one-way trip to Bonneville back in 2014 only to sit idly in the hotel for two days until rain finally squelched all hopes of running at Speed Week. When wind caused WOS to be canceled on our first day there on Friday, we had begun thinking that Chuck was a bad luck charm! But his insight into engines and his lifetime of racing experience became invaluable to me at the salt. Both Chuck and another fellow employee Will Roberts made the trip very enjoyable. Our goal this year was to set a record and try to have fun. We succeeded at both in the cooler temperatures that WOS provided us.



Professional Perspective Cont'd

picked out the three cars he wanted to load and we aired up tires, charged the batteries, etc., to get them moved out of storage and able to drive to the truck and be tied down. The next day I drove the 10 hours to Sturgis, arriving at dusk, and backed the trailer into the building to unload. The following day Tom and Patti arrived along with another couple driving 3 more museum cars. (The fourth was the Vigen that hit a deer near Fairmont, MN, so it did not make it to Sturgis that trip). My job, after unloading, was mainly just being in the building so Tom could come and go as needed. He met many people from curious folks to contractors to truckers wanting to use the museum parking lot. Directing traffic is not too demanding. I was

also able to watch/help Tom remove the transmission from his Seagraves fire truck which had a problem. After a couple days, I took the dually and trailer back to Fort Dodge, picking up the damaged Vigen on the way. A couple of weeks later Tom was ready for the Saab Stampede. He loaded the truck and met me at Swea City, IA, which saved me at least a couple hours of driving. I drove out to Sturgis and once again backed the load into the museum. I was there to unlock, unload and just occupy the space until the following evening (Friday) when Tom and Michael arrived. On Saturday, Michael detailed the two cars that he and Tom had driven to Sturgis. One of the cars I hauled in was the 800-mile 1983 C900 that Tom had recently acquired. We discussed what the future of this car might be since it had been stored outside all those years. Tom's decision was that it needed to be started for the first time in who knows how many years. I attached a jumper box and tried the starter which only clicked--



the engine was stuck. We knew the fuel pump had been removed but the engine was supposed to turn. I loosened the belts to be sure there were no frozen parts like A/C compressor, alternator or water pump holding up the works. Still, just a click from the starter. We removed the spark plugs, then the starter was able to turn the engine and with oil squirted into the cylinders it turned freely. With the spark plugs and wires reinstalled, Tom removed a vacuum hose and applied a couple shots of ether while I ran the starter. It started!! It was just a few seconds but long enough so that the oil light went out. We had oil pressure! Now all that is left is to remove, replace and clean the fuel tank, clean the fuel system including lines, install a replacement fuel pump, and get the engine running on gasoline. Is this something you could do? Yes, and the brake and clutch master cylinders are stuck and brake calipers and a few other things need attention. I moved on to attempting to buff out the patina from this car. I got to about one half of the hatch and ran

Professional Perspective continues on page 33.

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	895 34th Court SW, Vero Beach FL 32968 P: 772.778.9990 F: 772.778.1113 Email kingofsaabies@yahoo.com	Minnesota
BoJonsson's Foreign Car Svc – 10% Discount on Parts and Service 111 E 20th Avenue, San Mateo CA 94596 P: 650.349.3606 F: 650.349.3615	Georgia	Morrie's Saab – 10% Discount on Parts 7400 Wayzata Boulevard, Golden Valley MN 55305 P: 763.248.7860 F: 763.449.4273
Svensson Automotive – 10% Discount on Parts and Service 3297 Mt. Diablo Boulevard, Lafayette CA 94549 P: 925.299.0720 F: 925.299.1578	Jim Ellis Saab of Atlanta – 10% Discount on Parts and Service 5862 Peachtree Industrial Boulevard, Atlanta GA 30341 P: 770.454.3333 F: 770.454.6205	Dana Motors – 15% Discount on Parts and Service 2046 Grand Avenue, Billings MT 59102 P: 406.656.7654 F: 406.656.7725
The Swedish Mechanic – 10% Discount on Parts and Service 8797 Irvine Center Drive Ste D, Irvine CA 92618 P: 949.753.1575 F: 949.753.1577	Illinois	New Jersey
Viking Auto Care – 15% Discount on Parts and Service 51 Auto Center Drive Ste A1, Irvine CA 92618 P: 949.951.1525 F: 949.951.5257	Lombard Body & Fender Shop – 10% Discount on Parts and Service Erin Jurecic, VP 27 E Willow Street, Lombard IL 60148 P: 630.627.8688 F: 630.627.8690	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
Colorado	Indiana	Perrine GMC – 10% Discount on Parts and Service 2730 Route 130, Cranberry NJ 08512 P: 609.395.5599 F: 609.395.7757
Mile Hi Automotive - 10% Discount on Parts and Service 519 Lipan St Denver, CO 80204 P: 303-595-4646 F: 303-595-0124	Road Tested Saabs – 10% Discount on Service Steve Bush, Owner 7830 New Augusta Road, Indianapolis IN 46268 P: 317.299.9177	New York
Connecticut	Iowa	Albany Saab Shop – 10% Discount on Labor 129 School Road, Voorheesville NY 12816 P: 518.765.7700
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	Maryland	Beck Saab – 10% Discount on Parts and Service 561 Central Park Avenue, Yonkers NY 10704 Sales: 914.963.5446 Service: 914.963.5458
Saab Service of Milford – 10% Discount on Parts and Service 908 Bridgeport Avenue, Milford CT 06460 P: 203.876.8958 F: 203.882.4556	Fitzgerald Saab – 10% Discount on Parts and Service 114 Baughmans Lane, Frederick MD 21702 P: 301.696.9200 F: 301.662.2756	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
Florida	Massachusetts	Ohio
Dimmitt Saab – 10% Discount on Parts and Service 25191 US Highway 19 N, Clearwater FL 33763 P: 727.797.7070 F: 727.791.4308	Automotion (SQR Distributor) – 10% Discount on Parts and Service 846 Boston Road, Billerica MA 01821 P: 978.667.5373 F: 928.662.0052	Armandos Inc. – 10% Discount on Parts and Service 4340 Boardman-Canfield Road, Canfield OH 44406 P: 330.533.1944 F: 330.533.0091
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	Michigan	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
Viggen Auto Performance LLC – 10% Discount on Parts and Service Official Saab Service Center Gary Hilberer, Saab & ASE Master Tech	Trio Motors, Inc. – 10% Discount on Parts and Service 2501 South Center Road, Burton MI 48519 Sales: 888.903.2167 Service: 866.978.3505	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!

Get Published in NINES!

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

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

Deadlines for submissions to NINES are:

Jan-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

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

Back Issues of NINES!

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

Send requests and check or money order to:

SB Productions
1729 Lynnville Trail
Austin, TX 78727

Las Vegas to Sturgis

By Greg Andresen

It's 7:30 am. October 15th. The rooster alarm on the cell phone alerts us that it is time to get moving. Up and out by 8:30. Get Greg to Midway Airport. Destination Las Vegas.

One of the great things about retirement is that I can take road trips, as there are few limits on my time. In early September, I was checking the ad we have posted on Saab.net for the 2006 Anniversary Convertible # 92.

I also checked out 9.3 classifieds and a 1999 Viggen popped up. It was lightning blue with one picture and an objective description of the good and the bad. Miles 190,000 plus. We have purchased a few Saabs sight unseen, with mixed results. So I called and asked for pictures of all four sides and the driver's seat. Within an hour I had the pictures. The Viggen has a lot of miles and was located in Hurricane, Utah. Where is that? To my surprise, Hurricane is 20 miles from Zion National Park, an item on my bucket list. Now all retired guys must have a bucket list, not just Jack Nicholson and Morgan Freeman. Zion was on mine. So how do I get there? Las Vegas is about two hours south. Within an hour I had a plan. Next step, call seller.

There must be generational differences in all age groups. Our children like to text. I like to talk. After a few e-mails with Fred (not real name), we arranged a time to talk. Fred is a young guy in his twenties with much more mechanical skill than me. We discussed the new tires and new parts he installed and the problems listed in the ad. We asked Fred if he would drive the Viggen to Chicago. He said no problem. My wife, Beth and I agreed to purchase, and mailed a check. We asked for a copy of the title and a key a week after our check cleared.

The strategy. Fly to the nearest major city, Las Vegas. Take a shuttle to St George Utah and a cab to my hotel in Hurricane, Utah.

It was a great sunny travel day from Chicago to Las Vegas, a two-hour ride in a Sprinter and a short cab to Hurricane, Utah. Gained a time zone and arrived at 5:30 pm in Hurricane. Fred, his wife and newborn arrived at my hotel about 6 pm and the Viggen was ours. Now what? We purchased a vehicle unknown to us, but have faith it will make the 600 journey to Mile HI in Denver. If I can make it to Jerry Danner for an inspection this will be worth the risk.

dinner was a grocery store for window cleaner and paper towels. Ok, now the windows are clean. Find a gas station with an air hose. Tire pressure ok. Checked oil. Road Trip.

Zion National Park is only 20 miles away. If you visit Zion, start at the south entrance early, say 9 am, as parking is limited. I may find fault with the US Congress, but the National Park service is first class. After finding a parking space, you board a tandem shuttle bus which will transport you to the nine on and off stops. The park road runs at the base of the canyon, as all views are up the canyon rock walls. You can get on and off at any stop. Hike the many trails, easy to hard, or just ride and enjoy the sights. If your joints are a little stiff, just ride the bus and have nice lunch. Please allow at least five hours to enjoy the natural beauty.

When I visit Zion again, I will exit eastbound through the tunnels. I started a few miles on this 18-mile route, but the pace was slow, so I reversed course. Still a lot of motor homes in October. There is another "part" of Zion called Kolob Canyons which is just off Interstate 15 near Cedar City. Kolob's entrance is an hour west of the Zion. The park is a little more than a rest stop, with a five-mile loop through the rocks. Worth 30 minutes if you happen to be driving north of Vegas on Interstate Rt. 15.

The plan was to drive about 250 miles a day en route to Denver. Next stop Panguitch, Utah. I planned the route booking rooms for the first three nights. There is a lot of open space in Utah, lots of red rock, and sunshine. The roads are smooth and winding, great for a Saab five-speed. Arrived in Panguitch about 4:30. Still daylight. Then I saw a sign for Bryce National Park, 12 miles. This was not part of the plan, but why not. Arrived at the front gate about 5 pm



The Viggen in question. All photographs by the author.

Las Vegas to Sturgis Cont'd

and asked the Ranger what can I see before dark at 6 pm. Bryce is an 18-mile loop with five lookout points. The first, (and the Ranger said best) is Sunset Point, just two miles up the road. Bryce is a little like the Grand Canyon. Stop at a lookout, walk fifty feet, and enjoy the view. There are many trails if you are looking for exercise. The canyon is covered in narrow pointed rock formations, like the mineral stalactites hanging from the ceiling of Mammoth Cave, only in reverse. Sunset Point was worth the trip. On my way out at dusk, there were cars stopped everywhere. To my surprise, there were herds of deer munching grass on the side of the road.

Next day, destination Arches National Park near Moab, Utah. The Viggen has run well so far. Google Maps has been my guide in conjunction the detailed Utah map I purchased at home. There was the tempting State Rt. 12 which heads east and north past Bryce. Why not? Headed out about nine with a full tank and a defective fuel gauge. Route 12 is beautiful drive with a lot of open country. About 40 miles into it, the check-engine light appeared. Next town I checked the oil. Just fine. Keep rolling. Then there was this menacing sign, no services for 81 miles. Lots of red rocks, but no help. The temperature gauge has never been a problem with our other Saabs. This one was running cold. Real cold, needle just above the lower warning mark. Next town, check the cooling system. Hoses ok. Overflow tank just fine. What could be the worst thing that could happen? Keep rolling. If you travel to southern Utah, please drive Rt. 12. The scenery is worth the challenge. Each stop the temp needle moved closer to normal. As I drove it dropped to near bottom. More later.

Eventually I made it to Interstate 70, heading east toward Denver. Arrived in Moab about 4 pm. Two hours of sunlight remaining. Checked in the Super 8 and headed for Arches National Park. The route was newly repaved and primed for speed, but the volume of lookers was not. Did I mention to have a dark pair of sunglasses? The sunsets are bright and you could be driving blind on many curves. Arches is again a loop. One way in and out. More beautiful scenery.

The engine bay of the Viggen was dirty. I found a Napa store in Moab for a bottle of Simple Green cleaner and an Ace Hardware for a wooden dowel rod. The dowel rod was my temporary hood support as the piston hood supports were shot. The Simple Green allowed a little clean up the engine bay. In the process I cleaned around the K & N cone air filter, just to get the dust off. Amazingly, the check engine light was no longer lit.

Wed morning, have to get serious. About 350 miles to go. Made an appointment at Mile HI for late Wed afternoon and a planned dinner with Jerry Danner. Interstate 70 from Utah to Denver is a nice drive, generally running in the valley floor next to a river. Many tourist rest stops. And then the Eisenhower Tunnel. Google Maps routed me to Mile HI in downtown Denver, arriving about 4:30.

Jerry Danner is a outstanding host. Went to an interesting neighborhood bar for dinner. Next morning, we returned to Mile HI with my wish list of immediate repairs. Jerry would have the Viggen for two days. He spent the morning educating me on the components of an air conditioning system. We recharged the system and confirmed I needed a replacement compressor. Mile HI has two acres of pre-owned hurt Saabs, next to the shop. We refined my repair wish list and I was off in a rented car for a day to Pueblo to visit a friend from college days. The Viggen was in the hands of Jerry and his eighteen-person team.



Jerry's place of business.



Jerry and the Viggen.

Las Vegas to Sturgis continues on page 32.

NEVS and DiDi Partner up for Future Mobility

NEVS AB and DiDi Chuxing, the world's leading mobile transportation platform, have now formed a strategic partnership and finalized a number of steps towards an extensive cooperation.

The formal signing took place in Trollhättan on Wednesday, in presence of among others the Swedish Prime Minister Stefan Löfven.

"I am very happy to announce this agreement today. Now we have a platform and the right partner to realize a fantastic journey to make our vision come true," said Stefan Tilk, President and CEO at NEVS.



Stefan Tilk.

One of the common goals is to develop an electric vehicle, fully optimized for the mobility services that DiDi is offering, and also initiating a path towards a revolutionizing self-driving and on-demand mobility future. Just in line with the InMotion concept that NEVS unveiled at CES Asia in Shanghai in June.

"With DiDi actively taking part in the design and development phase, we will make sure that the vehicles will be fully adapted for the needs of our customer," says Stefan Tilk.

The first vehicle used in this cooperation will be the NEVS 9-3.

DiDi recently predicted that there will be more than 1 million electrical vehicles operated in the DiDi platform in 2020.

The cooperation goes well in line with the two companies' view on green society and mobility solutions for the future.

"NEVS have many years of solid innovation experience, based on the Saab heritage. We now combine this with the knowledge and the progressive mindset from an outstanding company like DiDi. It's a perfect match that the whole ecosystem will benefit from," says Kai Johan Jiang, Chairman and main owner of NEVS.



Kai Jjang.

"Ever since NEVS was established, we have been working hard to realize this important milestone in the automotive history," he adds.

Facts on NEVS AB

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

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



At the signing.

In January 2017, the Chinese government approved NEVS' application to start production of electric vehicles in its manufacturing plant in Tianjin. NEVS is the first joint venture company with investors from outside China that is granted a New Energy Passenger Vehicle Project investment approval by NDRC.

In May 2017, NEVS launched a city mobility program with THT to offer car-sharing and ride-hailing solutions in the Tianjin city, with 15 million inhabitants.

DiDi Chuxing is the world's leading mobile transportation platform. The company offers a full range of mobile tech-based mobility options for around 400 million users, including taxi hailing, private car hailing, Hitch (social ride-sharing), DiDi Chauffeur, DiDi Bus, DiDi Minibus, DiDi Car Rental, and DiDi Enterprise Solutions. As many as 20 million rides were completed on DiDi's platform on a daily basis in October 2016, making DiDi the world's second largest online transaction platform. DiDi acquired Uber China in August 2016.

DiDi is committed to working with communities and partners to solve the world's transportation, environmental and employment challenges using big data-driven deep-learning algorithms that optimize resource allocation. By continuously improving the user experience and creating social value, we

strive to build an open, efficient, collaborative, and sustainable transportation ecosystem. In 2016, DiDi was included in Fortune's Change the World list, and named one of the World's 50 Smartest Companies by MIT Technology Review. In 2015, DiDi was named as a Davos Global Growth Company.

DiDi has established the DiDi Research Institute to focus on Artificial Intelligence technologies including machine learning and computer vision. It hopes the technologies optimize its dispatch system and route planning. A few hundred scientists work on deep-learning technologies at the institute. In March 2017, DiDi launched DiDi Labs in Mountain View, California. It will mainly focus on AI-based security and intelligent driving technologies.

Every day, DiDi's platform generates over 70TB worth of data, processes more than 9 billion routing requests, and produces over 13 billion location points. Now DiDi is building a cloud platform with integrated anonymized data from sensors on vehicles, static information and real-time events from roads and streets with DiDi's pick-up and drop-off data, trips and carry capacity. With this platform, transportation supply and demand can be balanced efficiently, and congestion can be significantly mitigated.

While Uber is famous in America and Europe, Didi is the largest ride-hailing company in the world. Within China, it has a near monopoly on the ride-hailing market — it has more than 450 million users and 21 million drivers.

Didi is also backed by some major business interests within China, such as Tencent, Alipay, Alibaba, Apple, Baidu, and Chinese sovereign wealth fund. This position most likely aided Didi in its battle with Uber and will help it in future developments.



Here's a shot from NEVS announcement in December when the NEVS Tianjin project kicked off production.

Friday, about 3:30, I returned to Mile HI. Jerry personally repaired about half the problems on my wish list and sold me used parts for the other items. He found the cooling system thermostat was missing. Just the outside ring remained, no center. Jerry installed a new thermostat, temp sending unit, flushed the radiator and engine block and installed fresh coolant. Now I understand why an engine can run cold. It would have been completely insane to make this trip without Jerry. He is the best friend of all Saab owners.

Friday night at 5:30 is a tough time to head north out of Denver. Lots of traffic. About an hour into the drive I stopped at a well-lit Subway. Reprogram the Google Maps for Sturgis, South Dakota. During the week I spoke with Tom Donney. He was travelling from Fort Dodge, Iowa, to Sturgis with a car hauler and a few volunteer drivers. Four hundred plus miles to Sturgis. I can make it early Saturday afternoon.

The Saab Heritage Car Museum USA in Sturgis, South Dakota, will be a tribute to all of us. The Museum purchased a large property located on seven acres just off Interstate 90 in Sturgis. Lots of hotels (expensive or cheap) and a Burger King within a mile. (What more could we want?)

The building is really two large buildings, each the size of a football field, joined like a capital T. The picture will give you some sense of the massive space. Tom was a gracious host, cooking a pork roast on the barbeque and tangy beans in the slow cooker. Chuck Andrews, four volunteers, Tom and I shared dinner and a beer in the lunch room. This is a major Saab project. If you travel west, you deserve to visit. Tom can use our time, but a check is better. This is a 501 c 3 legal charitable contribution for Federal income tax purposes. Please help with a check to the Saab Heritage Car Museum USA, 940 Dickson Drive,



Sturgis South Dakota 57785.

It was a 10-day adventure. Twenty-five hundred miles. Did I mention that the Vigen had 192,174 miles on the odometer when I started at Hurricane? There are four National Parks checked off my bucket list. I had the opportunity to spend time with Jerry Danner and thank him for ensuring my safety. I received a tour of the Saab Heritage Museum from Tom Donney.

Beth and I purchased a fifty-footer (Jerry's words) that runs well, but will never win a SOC Concours. Most of the Utah red rock dust has been washed away. The lightning blue paint is now shiny. The interior is spotless. Beth and I are just living the dream in a Saab. Greg can be contacted at gandresen1@gmail



Chuck Andrews, Tom Donney and Mike Lamy, at the Saab Heritage Car Museum USA.

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!

By William Taylor
President, Auto-Archives.org

With their impressive new offices in Golden, Colorado, having been open just over 18 months, Hagerty continue to display a amazing array of different cars. As with the Hagerty head offices in Traverse City Michigan, the main reception area on the ground level features a different collector car (or three in TC) each month.



For the month of December, the celebrated marque was Saab, and member of the Golden Chamber of Commerce Jim Beetham was proud to have his 1967 Saab Sonett on display in Golden. In mid-December, Sara Bain, Office and Events coordinator for Hagerty welcomed around thirty members of the Golden Chamber to the office, for their annual Christmas get together. As guests mingled around the Saab, Jim gave a 5-minute talk about his car. Sara told members that Hagerty is always on the lookout for partnering or sponsorship opportunities, and invited anyone to contact her with ideas, or of course if they needed any help with insurance!

Only 229 Sonett IIs were built with the 2-stroke, 3-cylinder power unit in 1967. Only about half of these were sold in the US market, and our Winter Wonderland display car for December, owned by Jim Beetham of Golden, is one of them. Having only recently bought this rare, unrestored, highly original example, Jim has already completed a minor engine rebuild and looks ready to take the car out in some Colorado snow that will make this immaculate Sonett II feel right at home. Or maybe not given it is now 50 years old!

out of time for that trip. Many of the things that need to be done are not that difficult for many of us who have spent our lives working with and on cars.

At least for now, when you come to help at Sturgis, you need to bring your own bedroll, etc. (I'm told there is a bed there now - Ed.!) Saturday night, after our final two cars arrived, we spent the evening taking rides and, pictures and talking about vision and Saabs while consuming a huge pork loin Tom had grilled for us. That evening, Tom slept in the back of the fire truck, Paul was in the back of a 95 wagon, and three of us had cots in the offices. Shortly after 5 am Sunday, the guys loaded up their bedrolls and luggage in the dually, ready for the ride back to Fort Dodge. It was a very nice 10-hr drive for me in the dually with three interesting new friends. Michael is a professional photographer, Paul is a Realtor, and Jim owns Vintage Valuation Services all of whom volunteered to drive cars but also shared their professional wisdom with us all. I would be not surprised if all three would make the trek again!

Think what could be done if Tom had a multitude of volunteers who have caught the vision! Tom and Patti should not be expected to do this alone! We will all benefit in the end!

Finally, moving all 150 cars is not quick or cheap. Professional car transporters gave bids from \$250-\$400 per car to move them the 600 miles from Fort Dodge to Sturgis. After making a trip with the dually, three-car capacity, at nine miles per gallon, I did some calculations based on my professional car transporting experience and was able to suggest to Tom that purchasing a ten-car capacity truck, at about six miles per gallon (which I could drive for free as a volunteer), the fuel cost per car could be cut in half. The cost per car on a ten-car load is about \$70 compared to the three-car dually load at about \$135. Either method will get the cars moved but the ten-car truck will cut the transport time by months and the miles by at least half. LuLu, the Volvo ten-car carrier which we found and purchased, should do the job, and when the move is completed we should be able to sell it for very nearly what we paid.

I hope my professional experience with Saabs and car transports will be important to the ultimate goal and vision of a world-class facility in Sturgis, SD. In the future, Sturgis will be known not only for Harley hogs but for Saab Spirit!

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



North American Saab Clubs and Contacts

Alaska

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

California:

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

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

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

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

Colorado:

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

Florida:

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

Saab Club of Tampa Bay
Dennis Boese, President
Robert Aude, Vice President
Saabcluboftampabay.com
d2boese@aol.com

Georgia:

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

Louisiana:

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

Massachusetts:

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

seth@neSaab.org
www.neSaab.org

New England Saabs
Lucas Palo
www.nesaab.com
NewEnglandSaabs@gmail.com

Michigan:

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

Minnesota:

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

Missouri:

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

Nebraska:

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

New Hampshire:

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

New Jersey:

Jersey Saab Club
Looking for officers and members.

New Mexico:

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

New York:

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

New York Saab Owners' Club

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

Saab Owners' Association of Rochester
SOARny@gmail.com
www.SOARny.com

North/South Carolina:

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

Ohio:

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

Tristate Saab Club (OH, KY, IN)

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

Saab Club of Central Ohio

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

Buckeye Saab Club

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

Oklahoma

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

Pennsylvania:

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

Saab Club of Northeast PA

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

Western Pennsylvania Saab Club

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

Tennessee:

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

Texas

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

Washington:

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

Utah:

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

Washington, D.C.:

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

Wisconsin:

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

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

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

Canada:

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

Saab Club of Canada

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

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

ONLINE CLUBS

The Saab Network
www.Saabnet.com

Turbo!

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

VSaab, The Vintage Saab Mailing List
<http://www.vSaab.com/>

vSaab, an unmoderated Yahoo Group
<http://autos.groups.yahoo.com/group/vSaab/>

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

Editor
NINES, The Saab Club Magazine
1729 Lynnwood Trail
Austin, TX 78727
ATTN: Clubs and Contacts
sethbengelsdorf@mac.com

SCNA News

President's Letter

Dear SCNA Members,

I trust you have all seen the recent Wheeler Dealer's episode, the one with a few minutes of footage from the SOC 17 in Pomona. If you haven't, you can find it on Amazon Video and purchase the episode for just a few dollars. Many of our Saab friends, or at least their Saab's, had a cameo appearance, and we had fun hosting Mike and Ant last summer. SCNA has observed an exciting uptick in web hits and inquiries since the episode first aired in October, and luckily, we had our newly updated website live in time for my television debut. I appreciate the hard work of our board members and others to get the site up and running and for helping SCNA remain visible and viable for the future.

While we have been working hard on planning for SOC 18, there have been regional events and celebrations to enjoy as well. The New England Saabs group planned another successful Mt. Washington drive, and I am proud to announce that my car won a Cayden's Choice Award at the recent Wedding Show on 9-3-2017. Congratulations to Brad and Keira on your special day, and thanks for sharing it with so many of your Saab family and friends.

The Saab Club of North America, Inc.

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

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

NINES, The Saab Club Magazine
1729 Lynnwood Trail
Austin, TX 78727
914-565-3744

sethbengelsdorf@mac.com
Subscribe or renew online at
www.Saabclub.com

In the midst of all this, I managed to pick up another Saab recently. Although the power of the 2.8 Turbo is excessive and the XWD unnecessary, I find myself the proud owner of a 2009 9-3 Aero with XWD. The sticker price of this amazing vehicle was more than \$45,000 when new in 2009, and the car has most options available at the time. I am reminded of how amazing the XWD system is, especially when mated to the Electronic Stability Program, or ESP. This system incorporates the ABS and TCS systems to anticipate the driver's intention, and make adjustments to each wheel individually. This system, only available in the Turbo X, the 2009 Aero XWD and the 2011 9-3x Sport-combi, represents the pinnacle of design and technology for the last generation 9-3, and driving this car is invigorating.

Now I can be assured to arrive in style on August 9, 2018 at the 36th annual Saab Owners' Convention.

Respectfully,

Sanford Bogage
President, SCNA



Pebble Beach Dream

By John Kuhn Bleimaier

There is a dreamlike quality to this Pebble Beach weekend. On a spectacularly beautiful peninsula with jutting promontories surmounting the azure swells of the brooding Pacific gather the most aesthetically appealing and historically significant motor vehicles of all time. To this add the gallant company of motorsports heroes and savvy classic car aficionados. Is this a real life experience or is it just a chimerical tailpipe dream, the automotive byproduct of an overactive imagination? Perhaps I should actually pinch myself. However, this hallucination is just too good to terminate with a smart sensory jolt back to reality.

Let the dream roll on... It is that special Sunday in August and all the cognoscenti of the motorcar world have their attention riveted on the ramp in front of the Lodge at Pebble Beach. The confetti cannon is loaded and everyone holds their breath as the winner of the coveted best of show trophy is about to be announced. I am giddy and almost swoon like a hyperactive adolescent when the announcement comes over the speaker, "The winner is a 1955 Saab Sonett Super Sport model 94 with spyder coachwork by Carroserie Trollhättan, owned by Thor & Helga Svenskwiggen of Wobegon, Minnesota." I screamed



like a teenager at a long ago Beatles concert. I totally lost control. At last, the grand marque of my affection was being recognized on the world stage. We Saab enthusiasts will no longer take a back seat to Mercedes, Lancia, Duesenberg, Bugatti, Hispano-Suiza or Bentley owners. Our day has come. And what

a story behind this lovely Swedish royal blue roadster. It was first owned by actress Ingrid Bergman who drove it on the island of Stromboli in the '50s while filming an iconic movie directed by Roberto Rossellini. It was rumored that the Italian cinematographer had crashed his Ferrari barchetta on the island's notorious switchbacks in a haze of exhaust smoke while trying to keep up with the Swedish actress's two stroke Saab. What a story!

And this was but the capstone of a weekend of dream-like triumphs never to be forgotten. At the Monterey Motorsports Reunion at the Laguna Seca track a '59 Saab special light alloy competition coupe driven by Knut Bustersen took the checkered flag in the hotly contested race for postwar sports cars with under one liter displacement. The victorious Saab showed its heels to Zagato-bodied Abarths, British Berkeleys, fellow two-stroke DKWs and the hard-charging BMW 700s. The historic race enthusiast crowd roared as the three-cylinder Saab lapped the field near the end of the race. What a hoot!

The Pebble Beach weekend is a smorgasbord of automotive activities: rallies, drive-bys, vintage car auctions, specialist gatherings and shows. The Concorso Italiano is a particularly important concours exclusively for Italian-bodied collector cars which

takes place at the Blackhorse Bayonet Golf Course in the community of Seaside, California. I make it a point never to miss this event as I am a fan of Italian coachwork. Further to the fantasy theme, this year a 1958 Ghia-bodied Saab Supersonic was the center of attention at the Concorso. The swooping aircraft inspired lines of this Turin creation were

enhanced by just a hint of blue smoke trailing from the exhaust pipes as the Saab Supersonic drove up to the reviewing stand to pick up its trophy. Let the fairytale continue to unfold.

At the Bonham's classic car auction, it was

Pebble Beach Dream

a Saab tour de force as well. I continued to be entranced. A 1964 bull-nosed Saab 96 with Golde (Seth—I'm not familiar with "Golde," but "golden" makes no sense either. Query author? MB) furling canvas sunroof, possessed of impeccable provenance, broke the world two-stroke auction record when the gavel came down. If this auction block chimera turns into a market trend, we vintage Saab owners have just become a couple of notches wealthier as the value of the contents of our garages inflates.

I was in a veritable dreamland as I turned my rental car north along the Pacific Coast Highway into the wispy, evening fog. In a moment of anticlimax, I was overtaken by a red historic Saab with rallye lamps and a spotlight on the roof. On the hood and doors were emblazoned the bold numbers "178." Inside I got a glimpse of an extraordinarily handsome couple; a big burly man behind the wheel and an attractive smiling lass by his side. Just as I realized that I had been passed by the late, great Eric Carlsson and his sorely missed spouse, Pat Moss, my nocturnal reverie began to unravel. Within moments I was wide awake

to the cold reality of my motel room by exit 412 in Marina, California.

Indeed the Pebble Beach weekend was an automobile enthusiasts dream this year, as always. But best of show at the Concours d' Elegance went to a 1929 Mercedes-Benz type S roadster with coachwork by Barker which is owned by Bruce McCaw. For sure, a magnificent Ghia-bodied Supersonic made quite a splash, but its engine was a Fiat four-stroke. No two-strokes from Trollhättan came home from the Laguna Seca historic races with any silverware. At the Bonham's auction a 1963 Jaguar fetched \$8,000,000.

No, it wasn't a Saab year on the Monterey peninsula in 2017. But, on the other hand, we have no cause to sob either. We still drive first-class enthusiast vehicles which are easy to maintain, with readily available parts sources and an enviable motorsports heritage. The automotive cognoscenti know and admire the advanced, attractive and sturdy products of Swedish engineering genius. That the flash-in-the-pan, nouveau-riche fast money happens to be invested elsewhere is no concern of mine.



Photography by Marina Bleimaier.

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

Autos for Sale

2011 9-5 AeroX.

Color: Oak Metallic - Trans: Automatic - Mileage: 69,500 - Price: \$17,400. I have had this car for about four years now and it has been garaged since I've owned it. I am the second owner. This is my 5th Saab over the past two decades and can say it's one of my favorites. I am including a used, excellent set of OEM headlamps, a set of grill pieces, an OEM paint matched Saab OEM rear spoiler, a full set of OEM front and rear brake discs and pads, a JZW Stage 1 tune, the original suspension springs, and a used set of driver seat covers (total approximate value \$2000-3000). Other refinements include a wide angle driver's mirror and the "Euro" rear headrests (which have a much lower profile. At 50k miles, I replaced the Haldex filter and all three transmission fluids. I also replaced all six plugs and DI cassettes. I also replaced all of the brakes with europarts EBC brake kits (front and rear). The headlamps are the corner tracking option. The Stage 1 tune from JZW I will pass to the new owner (I'm sure John will charge a minimal fee to transfer to new owner). The only problem with the vehicle currently is the driver's heated seat. <https://photos.app.goo.gl/i4rsuSzYVxo38Edf1> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17110808941mwein> Contact: Marc Weingrad, Lake Wylie SC Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17110808941mwein> Phone: 704-774-9407.

2003 Hirsch 9-5 Aero Clone.

Color: Polar White - Trans: Manual - Mileage: 192,000 - Price: \$5000 OBO. RARE, this is a ONE OF A KIND Saab in the US, manual trans. The only known OG model year with all original Hirsch parts. Parts were all imported to the states + installed full dual stainless exhaust with Hirsch High performance cat - the car was painted 5 years ago + has no dings, color matched (PDR removed 2 years ago). It exhibits some paint chips but can be easily touched up. Biggest flaw is a cracked front lip. Southern car, spent first 10 years in TN. The car has all the standard Saab issues repaired (Blend arm, New Throttle body, New Genuine DI, Sub-frame bushings, sump, fuel pump + others) As well as new power steering pump, tires (3,000 miles) new upgraded speakers. Maintained by Bill Jacobsen at Sports car service in DE and me. The engine has a newly rebuilt turbo (TD04 19T 6CM), 60# injectors, T5 cams, cam cover gasket + moderate tune added 100 miles ago. Adult driver who likes the pep but does not race the car. Oil changed with Mobile-1 5K intervals. Perfect winter project to get back to perfect for Carlisle or the Convention. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#17120183051jkirw> Contact: James Kirwin, Thornton, PA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17120183051jkirw> Phone: 570-479-1098.

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 and Passenger Airbags (Front and Side), Driver Multi-Adjustable Power Seat, Dual digital control heat and air conditioning (cold AC and new heat system), Electronic Brake Assistance, Electronically Night-Dimming Rear-view Mirror, Keyless Remote Entry, OnStar, Steering Wheel Integrated CD Track and Volume Controls, Sunroof, Telescopic Steering Column, Tilt Wheel, Traction (Anti-Slide) Control. 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: 540-339-8336.

1991 900 SE Turbo Convertible.

Color: Monte Carlo Yellow - Trans: Manual - Mileage: 73,100 - Price: \$25,000 1 of 300 imported into USA Excellent condition inside and out. No snow and always garaged with cover. Runs and

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.)

Classified Ads Cont'd

sounds great. No accidents or rust. One of the cleanest Saab classics that you will ever see. Items to be addressed: -Heat for driver's seat not working - driver seat backrest incline/decline mechanism needs cable - passenger vanity mirror is scratched/foggy. Performance springs and shocks. *Adjustable airbags under rears springs (for height control). *Fold down wind deflector. *Griot's Garage car cover. Other items: (included at full price only). *Original: - front and rear bumpers, wheel arches, and side cladding. -Fog lights. -Wheels. -Dash fascia. -Corner lights and side markers. -Back window. -Springs. -Exhaust downpipe. -Airbag. -APC unit. *Rear tail lights - new in box. *Cross-drilled rotors - new in box. *Ignition switch, door and trunk locks - new in box. *Suspension springs, original Spec (not OEM) - new in box. *Replica vents (instead of fog lights) for Carlsson. More photos available in classified gallery: <http://www.saabnet.com/tsn/class/900convertibles.html#17083154741kosk> Contact: Lawrence Kosky, Rexford, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17083154741kosk> Phone: 518-605-3984.

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!

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

Subscription Information:

Renew/subscribe to SCNA and NINES!

In just one easy step! Makes a great gift!

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

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

SB Productions LLC

1729 Lynnville Trail
Austin, TX 78727

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

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

Ordering Back Issues from #240 and up

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

SB Productions LLC
1729 Lynnville Trail
Austin, TX 78727



Saab
Original

IT'S HERE!

PARTS FOR LIFE

Serve your car, save endangered animals

When you use Saab Original Parts installed at a Saab Official Service Center, you can register these parts for a Lifetime Warranty. Donations generated from the campaign will go to Mercedes Ark to save endangered animals.

LEARN MORE AT PARTSFORLIFE.COM