

Nines

The Saab Club of North America Magazine



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Contents

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Editor's Notes:

The up and down Saabs shown on the cover were photographed by Roger S. Harris for a story about Elite Motors in Voorheesville, NY. The story is on page 12.


Winter is waining, at least for many of us, which means spring and the various car show events are not far behind. The kick-off is often the Carlisle show April 18-20 at the Carlisle PA fairgrounds. Check out the Saabs@Carlisle Find your own show: 2018 hosted by the Central Penn Saab Club at <http://centralpennsaabclub.com>.

Join me in welcoming our newest columnists - Bob Miller and Peter White. Bob takes over from Chip Lamb with a vintage view, and Peter will be lending his expertise to the car and cleaning of our Saabs. Welcome, both!

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

The Eyes of an Eagle

Eagle eyed Thor Carlson noted a few issues with the last issue.
 "Caption errors in issue #351, Page 16
 900 CV is certainly not an '86, its a later sland nose 900.
 99 is a '71."
 Thanks, Thor!



Evan Acuna sent this photograph of his brother (well, we suppose he's in there somewhere) having fun in his 9-2X.

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Contributor Linnea owns many Saabs, so you might think she might never hit a milestone. Here's proof.

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From the Archives

By Bruce Harbison

This time our Archives article comes from *NINES* #230 published in June, 1996, Tim Winker, editor.



Saab used to have some pretty interesting model designations. Take the 99 EMS for example. According to the literature, and press releases I wrote, the letters EMS stood for Electronic Manual Special, meaning that the car had electronic fuel injection - just like all other 99 models, regardless of designation, that were sold in the U.S. Manual meant that it only came with manual transmission. Later on, the 900 EMS would be available with an automatic transmission. Special is probably the only really correct designation, especially for those cars that during one brief period were offered with a "Burley Wood pattern" vinyl roof.

But there was one EMS that was really special, and the only remaining copy of it is the one now being offered for sale by the American Rally guru John Buffum in Vermont.

The 16-valve Saab 99 EMS was very special. So special that only some half dozen copies of it were ever made.

You might say that the 16-valve 99 in a way marked the beginning of the end for Saab's long-time very successful involvement in racing and rallying.

There were rally wins later, quite a few as a matter of fact, but things began to change soon after the 16-valve year - 1977 - and it wasn't that many years later that the Saab Competition Department was closed for good.

The Rally 16-valve engine with its 220-230 hp output was a creation of that very Competition Department. When officials of the international motorsport powers came to Sweden to see for themselves that this was a legitimate project that should be homologated they reportedly got to see a

whole room filled with castings for 16-valve, twin cam cylinder heads. What they didn't see, though, was that most of the castings were so bad they could never be used.

Only a very small number of them were ever actually finished. But the engine was approved for Group II rallying and Saab was off on its first serious 99 rally effort - a pretty successful one too....

With Stig Blomqvist behind the wheel, the 99 EMS won its first event, the 1976 Boucles des Spa Rally in Belgium, and then a couple of others, including the prestigious Swedish Winter Rally during 1977. But as far as European rallying was concerned that's where the 16-valve story ended... soon to be succeeded by something more radically different: Turbo.

In North America at that time, the 95/96 and the Sonett were already things of the past, and the 99 sorely needed an image boost. Maybe the 16-valve would help... Since rallying seemed to have wider exposure in Canada than in the U.S., we decided to try for the U.S. Canada North American Rally Cup.

Jean-Paul Perusse of Montreal, a two-time Canadian rally champion, was picked as the driver, and started out with a bang, winning his first event, the 1977 Rally Pierce Neige. The next couple of starts, however, didn't end up that well, and by early Summer we all threw in the towel, especially if my memory serves me right, since the car by now was pretty well beat up.

There we sat with one of the most powerful and exclusive Saabs anywhere - parked at John Buffum's rally shop, Libra Racing, in Burlington, Vermont, in dismal shape. Somehow, however, I was able to scrape up the necessary body parts - a whole new body actually - to get the car back in shape. And then we thought of Stig Blomqvist.

Stig's first U.S. visit the year before had been a resounding success, when he won the Car and Driver challenge race at Lime Rock Park, Connecticut, barely beating out the magazine's own Pat Bedard, in another Saab 99. Stig liked it over here, so he willingly came back again, and the Saab 99 EMS 16-valve, now with a new body shell, and black replacing the original silver and green livery, got to run again. The first event was a small Canadian rally, where Stig's co-driver was none other than "Miss Vicki," John Buffum's wife and co-driver for many seasons. No one seems to recall how they finished, so we must assume that it wasn't first.

But the next try was more successful. With John

From the Archives Cont'd

Buffum as co-driver, Stig finished victorious in the La Jornada Trabajosa Rally, run in the California mountains northeast of Bakersfield.

There are two things I especially remember about the California excursion:

One was a harbinger of things to come; the other was just fun.

The fun part was on our way back to Los Angeles after the rally was over and won. We passed a big amusement park, Magic Mountain, and decided to stop for a while. You might think that Stig and John, who had just finished a whole night of bumping along on roller-coaster roads, would have had enough of that kind of experience, and when John first suggested that they go for a ride on what was billed as one of the largest roller coasters anywhere, Stig was a bit hesitant. After one ride, though, we couldn't get him off. How many rides they took before we were able to get back into the cars and to the hotel in LA I don't know, but they were quite a few.

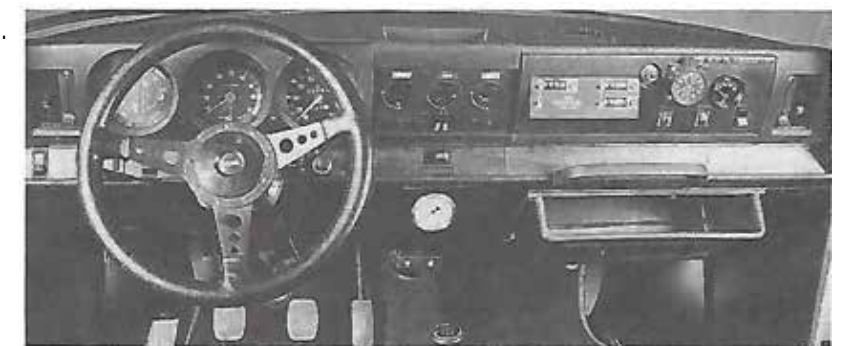
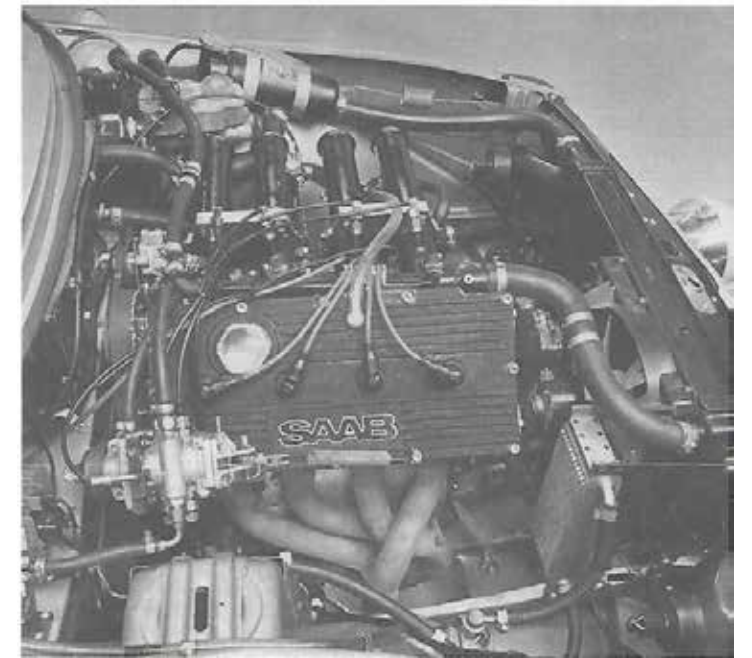
Me? I stood around and paid for the rides....

The sign of things to come? While Stig and John raced in the very special 16-valve, a few of us who were along were following events in driving the Saab of the future: We drove test versions of the Saab 99 Turbo, which had only come over a short time earlier, and which needed breaking in before being deposited with U.S. test drivers.

The Turbo meant that others than the Swedish competition experts, people with more clout and money, had taken over Saab engine development. The Saab rallyists soon left their 16-valves for Turbos and Saab had reached another major mile post in its history, a history that soon, however, would quit international rally competition altogether.

Where the other 16-valve EMS rally cars have disappeared to no one seems to know. They were probably rebuilt with Turbo engines... Letting one of them get away to North America, however, made sure that at least one example of a brief but interesting phase of Saab competition has remained - parked for almost 20 years in Burlington, Vermont.

Len Lonnegren worked for Saab in the U.S. from 1963 to 1989, handling public relations, and wrote this along with the company literature and press releases.



California Dreaming 2017

By Curtiss McLeod

hitchhikers this year.

In early August 2017 "California Dreamin'" was on our minds but truth be known, our classic 900 convertible almost didn't make the trip from Canada to SOC 2017. Until about 2 days before departure we had intended to bring our 9000 Aero, because it has enough luggage space to entice a smile from my wife Carolyne, and because it also has a good AC to cope with the 40 C temperatures blanketing California.

Wanting to make it to Pomona in time for the Thursday morning scenic drive, we pulled out of our driveway on Sunday allowing four days and about 750 km /day travel. To make good time on this southward leg we stuck mainly to the freeways and once in Montana on day 2 the speed limit on I-15 made top-down driving fun again! I had a bit of apprehension about running at 80 mph for long stretches and climbs



Zion National Park. Photographs by the author.

However; a few unresolved issues necessitated a last-minute switch, accompanied by "now, how the heck do we fit all this stuff in a convertible?" The "stuff" included a tent, cooler and assorted camping gear as Carolyne was focused on camping along the Pacific coast during our drive home. How often do we get a chance to go to a Saab meet and also camp along the California and Oregon coast? So, with a few compromises and judicious downsizing most things fit, but when not in use the tonneau cover was relegated to riding the back seat to free up trunk space. No

with a 23-year-old car and original turbo, but it didn't miss a beat. After overnighting in Idaho City our next stop was Cedar City, Utah, to allow a short detour into Zion National Park for a hike and some fantastic scenery. Leaving I-15 again we skirted Las Vegas, and looped along the Lake Mead Parkway, which is also a nice picturesque route, and then back to I-15 for the final run towards Pomona. The top was up and the AC setting was at max for most of this section! As we were coming in earlier than intended to make it to the scenic drive, our additional accommodation was also last-minute and we booked a cabin (but with AC!) at

California Dreaming 2017 Cont'd

the Los Angeles Fairplex KOA just down the road from the site of the SOC convention. Tourist travelers next to us from the Netherlands commented on the Saab!

Thursday morning we found our way to the start of the scenic drive on the Angeles Crest Hwy. It was a great twisty climb to the lunch stop, although I spent a lot of time in third gear trying to generate a bit more torque and velocity out of the corners. Lunch at Newcomb's Ranch Restaurant enabled us to socialize with new acquaintances, followed by the drive back down and then our introduction to afternoon LA freeway pandemonium while attempting to plot a route back to the convention hotel in Pomona.

Friday and Saturday we sat in on a number of the interesting SOC technical sessions, searched out a few pieces in the Parts Swap for my on-going Sonett II restoration, and then prior to the "show" tried to clean off the brake dust, dirt, bug splatter, et al., which had accumulated on the car during our drive to the convention. We must have done a good job of last minute cleaning as the Saturday awards banquet brought a 1st place in Concours. This was not really expected as our car is a nice Commemorative Edition but it is not a trailer queen and with 230,000 km on the original paint it has the requisite road rashes. But even more of a surprise was the honor of receiving the Bob Sinclair award! Sunday was packing for the homeward journey, but not before the Auction where for some reason our processions continued to increase, including a toque (very Canadian, eh?) and a 4'x8' towel that apparently has "SAAB" embroidered on it somewhere. All in all, a very memorable time - a very big thanks to the organizers and many sponsors for an exceptional event.

Our return homeward was slightly more leisurely but undeniably longer. Starting Sunday we retraced the scenic drive route up the Angeles Crest Highway, but slow enough this time that I was actually able to enjoy the scenery and stop for a few pictures! We continued north to Palmdale, where we visited my cousin and family. In addition to standing in her backyard and watching unusual aircraft (even a B2?) flybys from the nearby Lockheed runways, we also made time for breakfast at Crazy Otto's, an iconic Antelope Valley eatery where you can attempt your luck consuming what may be the world's largest affordable pancake.

Leaving Palmdale our route led north for a couple of nights in Sequoia National Park to visit the giant General Grant and Sherman trees. Highway 198 thru the park is 110 miles of very enjoyable twisty mountain road, with a low enough speed limit to also enjoy the views.

Our next leg followed the famous Route 99 and I-5 northwest past Sacramento as we headed towards the coast, with an overnight stop in the agricultural town of Williams. And then back to some interesting drivers' roads en route from Williams westward to the coast. After Highway 20 and 101 our route took us onto secondary Hwy 253, which rivals or exceeds the Angeles Crest Hwy for ups, downs and many twists. A great drive west, it ends at Boonville. Boonville's major claim to fame is the Anderson Valley craft brewery store and patio pub. As I was supposedly finished with attentive driving for the day, it was a perfect opportunity for a rest stop. However, once back on the road, we found the shortest route to Manchester was a tertiary unnamed highway that made the drive on 253 seem boring. Another great driver's road, but a bit rough and close to what I would call a rally stage! It is best driven in daylight. But we did arrive in Manchester, finally spotting the Pacific Ocean and welcoming the cooler coastal temperatures.

The next few days we migrated north along the coast on Hwy 1/101, enjoying the scenery and usual tourist things (many sea lions, one grey whale and several redwood forests -including the drive-thru road at the Chandelier Tree in Leggett). I was hoping to spot many more adventurous Saabs on the road during our trip up the coast but encountered only three! The first was another classic 900 convertible which looked to be "rode hard and put away wet"; the second a nice 9-3 convertible whose owners were debating whether to pull the top down, and the third an exceptionally nice 900 notchback sedan. But we did find other interests in Saabs - at one campground we chatted with a former Saab owner from New York State, at another an Aussie traveler in a van, and at the Leggett, California convenience store a mature lady (my age?) remarked that "we really need to do our best to keep those Saabs running!"

Skirting a forest fire near Brookings, Oregon, we continued our way north to Newport. If you ever take this route be sure to stop at the Face Rock Creamery in Coos Bay for free cheese samples and a large dish of tasty ice cream for only \$2. From Florence to Newport don't believe the Oregon State roadmap, which shows Hwy 101 as straight, but in reality, will again get your driver's adrenaline pumping. The weather was mostly clear but some travelers remarked that the drive was not as much fun in the frequent fog. At Newport it was time to give up our coastal holiday and then make some serious time since we wanted to be home before the Labour Day weekend traffic rush.

California Dreaming continues on page 14.

Detailing your Saab

By Peter White

Let me start off by introducing myself. My name is Peter White, I'm a Brit living in the UK (this will explain my 'strange spelling'!), a proud owner of a Saab 9-3 "rag top" and I have a passion for detailing Saabs to Concours levels.

I may only be an amateur enthusiast, but I have won a few awards when completing against the "pros," write regularly for TheSaabProject.com on all Detailing matters, test Detailing products, and, until recently, was an Administrator on an International Detailing Website.

So what is Detailing?

Detailing is all about MAXIMIZING the appearance of a car. It's not just regular washing or slapping on a coat of wax.

To give you an idea of how long I take to perform a full detail..... FIFTY- SIXTY HOURS of focused effort!

They say a "picture paints a thousand words" so I will share with you a small sample of my work as we go along this addictive journey.



Photographs by the author.

The purpose of this series of articles is to demystify some of the terminology used and to provide a "novice" with sufficient knowledge and tips to complete a full a full detail of your own Saab.

In order to achieve this, I'll be breaking the process down into its constituent parts, not write about specific products - but generics.

So this will cover:

- Decontamination
- Polishing
- Protection
- Maintenance
- Fabric Roof cleaning and protection
- Stone chip repairs
- Interior cleaning
- Sundry items

This first article will cover the first two categories as they are the very foundation blocks upon what Detailing is all about....

"It's all in the prep" or "the better the 'prep,' the better the end result."

Decontamination:

This is a fancy name for removing all the dirt/ grime, old waxes/sealants, iron particles, tar spots and any microscopic particles which are stuck into the paintwork.

So this is the order in which I perform the decontamination process.

Snowfoam -

This is a cleansing product, similar to what you call car soap, but with a difference.

It's designed to be applied with a special lance attachment on a pressure washer, producing a 'blanket' of clinging bubbles on the paintwork, which removes the surface dirt and loosens the dirt beneath it.

It never was designed to replace washing the car by hand, but merely to remove as much as possible before you wash the car. The more removed before you lay a hand upon the paintwork, the less chance of scratching the paint.

After you let the snowfoam dwell for say five minutes, rinse the car off.

Handwash -

Okay, own up who uses a sponge and one bucket? This is guaranteed to damage the paintwork! Until I learned a better way of performing this task I also did!

Think about this - you have one bucket with car soap in it and you dip the sponge into the bucket and

Detailing your Saab Cont'd

then wipe down the panel. You then put the same, now dirty, sponge back into the clean soapy water. You are effectively putting the dirt back onto the car each time you repeat the process.

A better way is to have one bucket with the car soap and then another bucket to rinse the sponge in. Inside the rinse bucket, it is advisable to use a "dirt trap"so all the dirt falls below the trap, leaving clean water above it.

Now when I say a "sponge" isn't the best thing to use, there is logic behind this.... A sponge will only drag the dirt particles over the paintwork. Whereas a deep-pile wash mitt will "wick" away the dirt from the point of contact. Yes, there are new-generation wash sponges which are just as good as wash mitts made from microfiber or wool.

Now "which car soap to use?" is an often-asked question. The amount of bubbles it produces is misleading. What counts is the cleaning power of the

car soap and the amount of inbuilt lubrication. The more cleaning power: it can strip off the dirt easier AND the wax beneath it. Lubrication (slipperiness) reduces friction and enables the wash mitt to glide over the panel, rather than drag.

Technique is also an important factor when washing the car with the mitt. We have all seen "swirls" in our paintwork and these are often caused by using a mitt in a circular motion...they are tiny scratches. So use the wash mitt in a linear fashion and it will reduce the swirls ... but keep rinsing out the mitt.

When it comes to washing the wheels and tyres, a stronger car soap is important.

I will deal with the issue of wheels and tyres in another section as it can be performed independently of a full detail.



Dirty wheel



15 seconds



30 seconds



1 minute



3 minutes



5 minutes

Elite Motors

This is the eighth in a series of articles about those who care about the Swedish brand enough to focus on the repair, service and sales of Saab cars even as others have moved on. The point is to let those who continue to enjoy the individuality and great value of the cars to know where these unique shops are and what they offer.

Elite Motors – Offering Saab Education, Sales and Service in Upstate New York.

One of the key components to success in the Saab sales and service business these days is customer education. There are many misconceptions about the availability of most Saab parts and the cost of owning the car relative to other cars. Sure there are certain models where certain parts are currently rare and expensive (new generation 9-5 rear light bars, for example). Orio, the national parts, service and warranty organization in the USA, is making efforts to improve some late model 9-5 and 9-4X parts availability and price point. It will take more than Orio to educate the masses of current and potential used Saab owners that most parts are readily available whether you drive a 1999 or 2011 9-3. In fact, there seems to be a flood of used parts on the market due to some older cars being prematurely taken off road due to minor issues, such as the loss of a key fob. That is event by taking a look at some of the classified parts ads on Craigslist.

One Voorheesville, New York firm which regularly engages in customer education is Elite Motors. Jason Duncan, Proprietor and Chris Cowan, General Manager own and operate the business. They have one part-time book keeper employee. The setting of the business is about two miles from the location of the former Saab dealer for the Albany area – New Salem Saab. Given that the dealer (closed back in August 2011) was one of the longest serving and largest dealers in the county, the region is still rich with Saab cars and their loyal owners. According to Jason, the region is filled with one of the typical Saab owner types – professionals like architects and engineers, and the region's economy is doing well.

Elite Motors was formed in 2010 at a one service bay location across the street from the current 19 Drywall Lane location. In 2012, they moved to the current location and rented one service bay. Earlier last year, Jason purchased the entire building and expanded the business into what may become five service bays. Renovations to the inside of the building are on-going. The waiting and reception room is fitted with lots of Saab posters and other interesting tidbits of Saab history. The comfortable waiting room chairs came from the former New Salem Saab dealership.



Chris Cowan, Jason Duncan and Kelsey the dog near the entrance to the Elite Motors All photographss by the author.

In fact, Jason and Chris both have ties to the local dealership years ago. When Jason was 16, he purchased his first Saab, a maroon 1985 900 3 door turbo automatic there. Both of his older brothers worked at New Salem and had tipped him off about the car's availability. Jason did some electrical wiring for the dealership owner's race cars on a contract basis.



Views of the waiting room and outside of the Elite Motors service garage are shown above and right.

Jason's father owns an automotive repair shop and salvage yard so Jason grew up in the business. He worked at a used car dealership, then operated his father's business for three years while the elder Duncan recuperated from an injury. Years ago, Jason raced other brands of cars on a track and on ice during the winter. He indicated that he was the New York State Stock Car Association's 2002 Driver of the Year. Elite Motors put together a 2006 9-3 for the

Elite Motors Cont'd

track complete with roll bar assembly in 38 days last year to drive at Lime Rock eEurofest event last year. Chris recently ran a '03 9-3 at the Lake George ice race.

Before joining Jason to start Elite Motors, Chris worked at New Salem Saab for about year. His first Saab was a 2001 silver 9-5 Aero. Loyal to 9-5s, he currently drives a '02 9-5 Aero and a '05 9-5 Aero in the summer. Jason currently drives a '07 9-5 and a '06 9-7X. He accepts the many improvements Saab made to the GM derived 9-7X as sufficient but does not like the 9-2X minor badge engineering attempts.

Elite Motors sells new and used parts. They have a number of parts cars including two Viggen coupes. They have a row of shelves set up to store the used parts they remove from cars which cannot be saved. They are willing to ship most parts within the USA. They also have several good used engines and transmissions for 9-3 and 9-5 models. Their collection of notable cars includes a Sonett III, a '67 95 two stroke, a '67 96 injection two stroke, a '68 96, a '78 99 Turbo and an '87 90 blue two door sedan. The 90 model was imported from Denmark and Jason's is the only known 90 in this country. During the later years of production, the 99 model was re-designated as the 90. It is essentially a 99 at the front of the car with the rear end of a two door 900.

When necessary, Jason repairs rusty "dog legs" on 9-5 models. Elite Motors has a welder and a sheet metal brake to do body work as necessary. Rust has generally not been issue for them with the newer generation 9-3 models.

Elite sells used Saabs – last year they sold about 20 cars. They indicate that during the

last three years the auction price on used Saabs has increased due to the public realizing that parts are available for these cars. As noted at the outset of this article, the business's biggest challenge is dealing with the perception of the car versus the reality. They are constantly explaining the benefits and of the brand in terms of safety and other features, the affordability of the car, and the easy availability of parts. Some of Chris and Jason's favorite Saab features include the turbocharged performance, the ergonomically designed dash board and the 9000/9-5 dash continuity, the individualistic style and features package, the lights-on feature, and the retractable dash cup holder.

While Saabs are clearly their passion, Elite Motors services other vehicles as a significant part of their business. Chris can be reached at 518-937-4239 and Jason at 518-669-3208 – both cell phone numbers. Given each are actively involved in the repair of cars during the day, they prefer to be texted for the most efficient response. They can also be reached at EliteMotors12186@hotmail.com.

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





Turning northeast towards Corvallis, we pushed to an overnight near Portland. The following day was a speedy run up I-84 along the Columbia Valley, with a slight diversion to the famous wool mill /store in Pendleton (trying to arrive before the tour buses) before continuing on to Spokane, WA.

with the 900cv even with some strenuous driving, but it did use 1+L of oil and an oil change was due on arrival home. To paraphrase my wife Carolyne; "this car is not just for show, it gets driven!" Hope to see many of you again soon!

And then it was back across the border at Paterson, BC, with an overnight layover in Castlegar to have supper with friends. The following morning it was on the road early, heading east on Hwy 3. This is another nice drive should you ever find yourself in the Okanagan region of BC/southern Canada. Our lunch stop was at the Frank Slide overlook in Blairmore, Alberta. The largest rockslide in Canadian history, half of a mountain gave way in 1903, obliterating the coal-mining town of Frank. Leaving Hwy 3, we paralleled the scenic Rocky Mountain foothills and ranchland along Hwy 22 north, encountering the weekend holiday traffic, and in Calgary freeway bumper to bumper congestion. But after another hour for an accident north of Calgary, we were on our way, finally arriving home late Friday evening, September 1st.

Our odometer total for the trip to "Saabs in the Sunshine" was 7460 km (4635 miles). We had no problems



A Saab Story

By Pedro Vazquez

My Saab Story...I never thought I could enjoy owning a Saab car as much as I do love my 1999 9-3 convertible. I picked this car from a customer. I was painting her bathroom. She told me it was a 1988 Volvo and it was for sale.

We made a deal - \$1,000 for the car. She also told me it had a stalling problem and I said I will fix it on my own. I kept it as a recreational Sunday car. For five years I took the car to different mechanics who kept replacing parts and never fixed the problem. Parts that got replaced included the gas filter, catalytic converter, turbo valve and almost the entire turbo unit. Finally I took the car to a Volvo-Saab mechanic who really fixed it.

So all that money for nothing, but it was a learning experience. I learned to never let another mechanic touch my Saab if they are not a Saab technician.

During those five years we did some upgrades to the car like lowered springs and shocks, new custom wheels, and a new paint job. Now my 18-year-old son drives and likes the car.

I just bought a 1985 900 SPG for myself that we will be working on.



Photograph by the author.



New Saab Book

New Saab book available!

Bil Walters spent 25 years with the US subsidiary of Swedish car maker Saab, doing what he had wanted to do since he began working on cars and building his hot rod Chevy Six (how's that for an oxymoron) as a teenager. This lighthearted book shows how much fun life with Saab was, and what neat things happened to him as he traveled those 25 years.

The book is about those experiences, the products I helped bring to market, folks I worked with, many of whom became good friends, and my bosses...from the truly forgettable to the truly terrific. For the latter, think Bob Sinclair and Sten Helling.

I learned a lot over the years, much of it the hard way, and so have tried in each chapter to work any "lessons learned" into the story. However, at the end of the day, I felt privileged that I had played a part in helping to start a systematic approach to product planning, and take satisfaction in the fact that Saab could now spell the function Product Planning.

Further, I hope these stories will give you a feeling of what Sweden and its people were like during the 25 years I travelled there, and why I so loved that country and the folks I met along the way.

And as far as the stories go in this book, they are as accurate as my aging, musty brain will allow. Please forgive me if I missed something or got a few details wrong here and there. ~Bil Walters

We've read this book and highly recommend it - there are stories and anecdotes that are found only here. Look up Bil Walters on Amazon! The Editor.



Last Great True Saab

By William Clavey

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than a hot hatch. Plenty of Saabs came after this one, many with encroaching General Motors (and in one weird case, Subaru) parts, but this one was one of the last true great weird examples from the brand.



Photographs by Myle Rockens.

Say you're in the market for a secondhand European hot hatchback, but seek something a little more interesting than a Golf GTI or a Ford Focus RS. Your options are scarce. Sure, you could try to import a Renault Clio V6 from France, but do you really want to get yourself into the hassle of importing a French car? And does the Clio V6 even exist outside of Gran Turismo?

What you want is something that was legally sold here in North America, a car you can normally register at your local DMV, get in, and drive. Turns out Saab may just have what you need.

You see, the Saab 9-3 Viggen was a Scandinavian, front-drive, fighter jet-inspired, torque-steering monster that was set to beat the BMW M3 at its own game and failed, but still ended up being fast as hell and seriously fun to drive.

Out of all the quintessentially weird cars that wore the Saab badge, this one has to be among the most eccentric. I took one out for a drive, a convertible one too, which technically makes it more of a hot coupe

(Full disclosure: the opportunity to drive a Saab 9-3 Viggen convertible came from a Montréal-based Jalopnik reader who owns one and emailed me asking me if I'd like to review his car.)

Sold from 1999 to 2002, the Saab 9-3 Viggen was a spiritual successor to the iconic 900 Turbo, but was also Saab's first real attempt at branching out its own performance division in the likes of BMW's M or Mercedes-Benz's AMG.

Except Saab didn't turn to its racing experience to name its performance arm, it turned to what it did best: jets. This was largely a marketing thing, but it's part of what made Saab so weird and cool for so long.

The word Viggen, which translates into "thunderbolt," isn't some Swedish diet plan, but refers to the Saab 37 Viggen fighter jet.

Available in both a three or five-door hardtop or two-door convertible, the Viggen boasted a

Last Great True Saab Cont'd

turbocharged, 2.3-liter four that pumped out, according to Saab, 230 horsepower (225 HP during the first year of production) and 252 lb-ft of torque.

All that factory-tuned 20 psi of boost (that's a lot for a factory setup) went straight to the front wheels via a five-speed manual gearbox. Other mechanical modifications over a standard turbocharged 9-3 included a higher capacity intercooler, a performance-tuned ECU, a higher flowing exhaust system, a performance clutch and pressure plate, stiffened and lowered suspension components as well as reinforced CV joints and driveshafts.

All Viggens wore redesigned front and rear bumpers and side skirts, a rear decklid spoiler, sports leather seats, 17-inch wheels and upgraded brakes. Yellow, construction site-style triangular Viggen logos were glued onto each side of the car to remind people it was the real deal.

Back in the day, Saab claimed a 0-60 acceleration time of roughly 6.5 seconds. That's about the same as some current front-wheel-drive hot hatchbacks like the Ford Focus ST. But unlike the Ford, the Saab came with its own training program video hosted by a professional jet fighter pilot.

Why? Because it was "born from jets." I'm telling you, they really milked this concept.

Believe it or not, Saab was actually on a mission to beat the Germans with the Viggen. The car was aimed directly at the Audi S4, BMW M3 and Mercedes-Benz C43 AMG when it was new.

But although it was sold at a cheaper price than its rivals, the Viggen failed because, among other reasons, the 9-3 platform was essentially a revamped GM/Opel layout which dated back from the late '80s. The Viggen felt old and less competent compared to its fresher, more established German opposition.



But the hot-rodded 9-3 remained a serious performance machine nevertheless. Car and Driver recorded a quarter-mile time of 15 seconds flat at 90 mph, just 0.4 seconds behind the E36 BMW M3.

Fundamentally, what makes this Viggen so special is that during Saab's 67-year run of building quirky and unusual aircraft-derived automobiles, the Viggen stands out today as one of the fastest production Saabs ever built.

My first contact with the Scandinavian convertible was during a diluvian downpour. We often shoot in the rain, but it was the first time my shooter told me nothing could be done for photos. As we waited for the sky to hopefully clear up, I got familiar with the Saab.

The first thing you might think about a Viggen is that it has way too much power and torque for its chassis and basic design, that the car torque steers, pulling itself hither and yon under acceleration like a drunk, and has massive turbo lag. You'd be right!

Getting inside a Saab reminded me how absolutely different these cars were from anything else in the late nineties and early 2000's. The dashboard and windshield are as flat as a plank of wood, and the dash is high, filled with buttons and a large air vent, presumably to look like an airplane cockpit.

Starting a Saab is equally odd; the ignition switch is located between the seats. That's because you lock the car's transmission with it. And a manual Saab can

Last Great True Saab continues on page 24.

On the Column



By Bob Miller

Introductions are in Order

Hi. I'm Bob Miller. Some of you might recognize my name from my contributions to Vintage Views, the Vintage Saab newsletter. When I read that Chip Lamb was looking for a successor to write "On the Column" for NINES, I threw my hat in the ring, and here I am. I love to write, and I love to talk about old Saabs; what could be better than writing about Saabs?

I am a Saab guy from way back. Like, about 1960, when I first saw my Uncle Marty arrive from New York in a tiny black car that looked like a big jelly bean, as seen from my upstairs bedroom window. As he had always previously arrived in a cool '56 Chevy, I was at first puzzled at his choice, but then swept along by his enthusiasm for his new ride. Uncle Marty was a mechanical kind of guy, and a machinist by trade. If a part broke, he figured out how to make a better one. He sang the praises of this weird little Swedish car to my dad, who was a pragmatic type, and a solid Chrysler man. Uncle Marty's '59 Saab 93 B was about half the size of Dad's '56 Chrysler Windsor Deluxe, but, as Dad found out, about twice as much fun to drive. It was also fuel-efficient, dead reliable, and so involving that Dad decided he needed to learn how to drive stick again, after years of automatic transmissions. The result was the purchase of Dad's first new car: a '66 Saab 95 2-stroke. Dad had never loved a car before, but he loved his Saab. That picture at the top of this column is me, grinning like a fool as I sit in the 51-year-old car in which I learned to drive. It has been through multiple used engines and a few transaxles, welded back together after it (nearly) broke in half, and has been a joy and a positive influence for most of my life. It has taught me the joys of driving in snow, skidding on ice, sliding sideways on dirt roads, improvising repairs and modifications, and choosing *The Road Less Taken* (my favorite poem by Robert Frost). Weirdness transformed into fascinating quirkiness, a near-total lack of low-end torque became a reason to really learn how to slip a clutch and let an engine sing, and compact dimensions led to bragging rights about how much could fit into a truly tiny car. It took me to college, across the country from Delaware to Arizona, to California and back to Arizona many times.

I have been continuously subscribing to Saab club newsletters since the very early days, starting with the Saab Club of Chicago in the early 70's, reading Dick Grossman's ravings about the evils of huge, heavy cars, then on to the New England Sonett Club, and eventually on to NINES and Vintage Views. Two of the three Saabs I have ever owned are in my driveway now: the '66 95 and a '68 Sonett V-4.



I emulated my Uncle Marty by convincing my sister to buy a new '70 96 V-4, even though she did not know how to drive a manual transmission, and talked several of my friends into buying used Saabs, and my mother into buying a new '74 99, now that automatic transmissions were available in Saabs. I bought my sister's 96 when it stopped running due to a freewheel stuck in freewheeling mode (thus the car was in perpetual neutral) and locked-up brakes. These minor failings required a tow-truck trip to Sports Car Service, the site of the car's original purchase, but no longer a dealership.

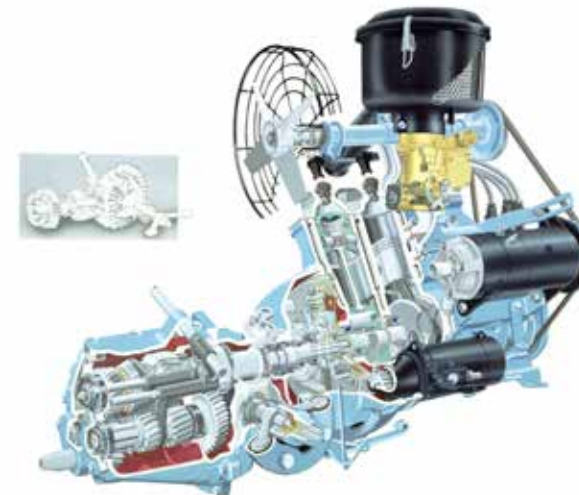
The first problem required a sleeve to lock out the freewheel. The latter required the installation of new front brake hoses, as the old ones had broken down internally, creating a one-way valve, and keeping hydraulic pressure on the brake pads. Who knew that brake fluid needed to be changed after only 15 years? Bill Jacobson, son of John "Jake" Jacobson, who sold Dad the '66, had become the owner of Sports Car Service, and he still is, providing

On the Column Cont'd

superb service and advice to Saab (and now Subaru) owners to this day. He recently found for me the parts I needed to rebuild the front brakes on the 95 (who knew that brake calipers needed to be rebuilt after only 45 years?). Sadly, I sold my sister's 96 V-4 a few years later, when life's circumstances found me without a place to park it, and a friend badly needed a good car.

My enthusiasm led to my becoming a great ambassador for Saab, striving to persuade all who would listen to the virtues of this Swedish paragon. One might wonder why I never purchased a new Saab myself. This had to do with the Saab dealership experience. After Sports Car Service lost the Saab franchise, the lifetime warranty on the engine required that I continue to have service performed at Saab dealerships. The nearest was an Oldsmobile dealer which had taken on Saab and did not understand the marque nor its owners at all. On my first service, they charged me for an oil change and filter. When I reasonably pointed out that it was impossible to do an oil change and install a filter in a 2-stroke Saab, they argued with me. Only when I demanded to see the new filter did they relent and refund me that part of the service and parts charge. The next closest Saab dealer was in another state and treated my Saab as though it were a cross to bear, pushing me to buy a new car when mine was only 5 years old. The next refused to honor the lifetime warranty on the engine because a previous dealer had lost the service book and, although I had all the service receipts, one showed that I was 50 miles over the mandatory 3,000-mile limit between services. I remained enthusiastic about Saabs, but not so much about Saab the company.

Ownership of an antique Saab has taught me much about self-reliance and the value of networking. My first rebuild of a 2-stroke engine was on the living



room floor (only 7 moving parts - what could possibly go wrong?) a week before driving off to school 500 miles away. I installed this engine without a lift, as I was young and poor and strong as an ox (and almost as smart), and heck, it only weighed about 200 pounds. The day that I stepped on the accelerator and the pedals moved away from me, I discovered that the dread tin worm had rotted away the floor at the firewall and only the windshield pillars were holding the two halves of the car together. So, I drove it home anyway and quickly found a welder who agreed to try to put it back together. He was successful, and the repair is still good today, 42 years later. I continue to enjoy driving my 95 2-stroke and look forward to restoring my '68 Sonett V-4 (a story for another time) as a retirement project. The Saab community and newsletters have been very good to me throughout my life, and I look forward to sharing experiences and contributing my ongoing enthusiasm to readers of *NINES* for many years to come.

The Road Not Taken by Robert Frost

Two roads diverged in a yellow wood,
And sorry I could not travel both
And be one traveler, long I stood
And looked down one as far as I could
To where it bent in the undergrowth;

Then took the other, as just as fair,
And having perhaps the better claim,
because it was grassy and wanted wear;
Though as for that, the passing there
Had worn them really about the same,

And both that morning equally lay
In leaves no step had trodden black.
Oh, I kept the first for another day!
Yet knowing how way leads on to way,
I doubted if I should ever come back.

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two roads diverged in a wood, and I--
I took the one less travelled by,
And that has made all the difference.

Saab knew that its buyers were not mainstream, and clearly had this in mind when its ad campaign suggested: Find Your Own Road!

Professional Perspective



By **Chuck Andrews**

Saab Parts

Have you experienced or had someone tell you that there are few or no parts available for Saab cars? Since you are reading this magazine you may have the answer ready for a Saab detractor, but wait, let me tell you a little of the history you may or not know about Saab parts. Many of the current and future owners of Saabs do not realize what the supply and sources have been in the past and where it is going in the present.

At that time with little competition for their Saab business they charged us, as a wholesale customer, retail published Saab prices. To their retail customers they charged typically 20% above retail which is what we were forced to charge our customers to stay in business. This did not make for happy customers. At that time these same dealers that supplied parts to us also only ordered parts they did not stock on stock orders which took weeks to get and shipping charges on top of the part prices. It was not easy to be in the Saab car business or own and drive a Saab! Customers' cars sat for weeks waiting for replacement parts. Customers could have complained about the availability and serviceability of their Saabs in those years but many stuck with their cars and their families drove Saabs for several generations. In the ensuing years we were able to move our parts purchases and support to George's Imports in Kansas City MO, to Henry Mearig Saab in PA, and Meyer Garage in IA.



What is it? It is a cast aluminum tube 8 and 3/4 in Long outside diameter at the Left End is 1 3/8 in with two o rings and the right end of the tube is 1 and 5/8 inch outside diameter and you can see the bracket that's broken off. Photograph by the author.

When our shop, Andrews Inc., of Princeton, started working on Saabs in the 1970s, Saab was selling around thirteen thousand new cars per year in the whole country and there was a real shortage of parts or sources for Saab parts in general. As our independent dealership transitioned to Saab exclusively it became apparent that we would have to develop parts sources outside our region. Local parts stores like NAPA, etc., had very few parts outside some tune up and other small common needs. This was before internet companies were selling online so our local Saab dealers, which were about 50 miles away, were our only somewhat dependable source.

Each move improved our ability to supply quality parts at competitive prices to our customers in a timely fashion. How times have changed!!

Do you recognize the Saab part in the picture? I would guess that many of you would not know that it is a very necessary part of a OG (Old Generation) 9-5, 3.0 liter V6. My daughter-in-law Denise commutes about 60 miles a day with a 9-5 SE V6 wagon. We have had many subzero days this February. She realized that the climate control and fan were running at maximum speed but the temp in the car was not comfortable. The short diagnosis for this problem is

Professional Perspective Cont'd

that the engine temperature gauge was reading quite low, well below the middle of the gauge where it usually resides. This is usually caused by an engine thermostat being stuck open. Knowing what a chore these thermostats are to change in the V6, my son Don decided to have Saints Automotive in Princeton MN do the job..

In the picture you can see the end of the cast aluminum tube with the two o-rings. That end is pushed into the thermostat housing and then held in place by a bracket cast on the tube and attached by a bolt. It is necessary to get this apart to change the thermostat. It is also acknowledged that the bracket is easily broken even if using lots of TLC. As you can see in the photo, the bracket broke off while trying to disassemble it. No problem! There are many online parts sources and dealerships that will get a part delivered the next day. Not like the old days! The hitch is that this OEM new part is no longer available. Are we to throw the car away? Not as long as there are avenues to find some type of replacement part. The first alternative or maybe it would have been the first option anyway was to see if a used part was available. Craig, service advisor at Saints, got on the phone and called Mike at Hanover Imports and Hans Auto parts which are located within about a half-hour drive. These two yards had purchased many truckloads of used Saab parts from us at our auction. Mike knew he had the part but it was still on a car. Problem solved? Well, not so fast. He broke the bracket while trying to remove it. Hans called back and he also had the part and got it off safely. Had he not been successful we would have tried Marti Adams@ Meyer Garage in IA who is always helpful in these situations. He is several hours away and so is Strandberg Auto in Centuria, WI, who has been selling used European auto parts for many, many years. Saints installed the used part with new o rings and thermostat so Denise now has a warm car again. I only listed used parts vendors that I know, trust and are located close enough to pick them up ourselves. There are many more vendors in the Twin City area that members of the MN Saab Club use. Your local Saab Club should have a list available of used Saab parts specialists if you need help.

So what are we going to do if there are no more used water transfer tubes available? As I wrote in the last issue of Nines, there are plans afoot to cover many parts that are or will become critical. Just to remind you about some of these options: Nick Taliaferro at genuinesaab.com is making some phenomenal parts for Saab and other cars. I don't know what he will build in the future but he is capable of producing almost anything in the mechanical parts line. Tom Donney, Saab Heritage Car Museum USA, along with

Matt Nicklay at esaabparts.com in Sturgis, SD, are already producing some parts and have plans to major in reproducing critical replacement parts to keep our Saabs rolling.

Once again it is not known what will be needed in the future and how ORIO will be able to maintain the majority of parts needed. Perhaps you have seen their estimate that there are about 400k Saabs left to maintain. That number is substantial but ORIO announced that their business decreased 7% last year. You and I know that the numbers of Saabs will continue to decrease as time goes by, so adjustments will occur.

As a precaution I always look at my parts sources before assuming I should just jump in and take my car apart. You don't know until you do some research which parts may have been discontinued. We have many choices (like brands) of parts that fit our cars. It is up to us to pick the part or brand of that part that best suits us. The choice, whether made by price, quality or availability, will determine how well your Saab will perform. Since ORIO has become the OEM supplier we can assume that the parts they supply to the shops and distributors are quality parts. They may not be the same manufacturer that was used when the car was new. ORIO has to replace manufacturers that no longer make the Saab parts with other producers that do. ORIO puts their warranty on the part to assure us of its quality. Lifetime warranty is impressive!

We must also recognize that there are sometimes parts that are of better quality than OEM. Competition in the parts industry is keen and improvements in certain parts could have been made since the car was built years ago. I have written about this situation in the past and it has not changed. In the past it was recognized that a Saab was built with a majority of parts purchased from other manufacturers. I have never discovered how Saab picked those partners. Some were certainly better than others.

In the meantime, let everyone know that there have always been parts for Saabs and that the availability is better now than it was 40 years ago. The more loyal you are to the Saab professional shops and parts suppliers the better the quality and selection of parts and service. There are many of you driving Saabs with higher mileage and many with more miles than mine. Let's stick together and keep them running by supporting those that are supporting us!

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

Through a Windscreen Darkly



By Linnea Krajewski

Svenn to the Rescue

My youngest brother Phil, known as Philski to the family, is a member of the Volvo tribe. Regular readers of this space were introduced to the Dowager Countess, Phil's 2013 C70 retractable hardtop convertible, in a prior issue of NINES. Philski is also a member of another tribe, those who battle Type I diabetes daily.

Type I diabetes is a disorder of the pancreas; the pancreas either produces too little insulin or it gives up completely and produces no insulin whatsoever. Blood sugar control is crucial; if one's blood sugar is consistently high, parts of the body systematically get destroyed. You could lose an eye to retinopathy, a kidney to nephropathy, endure the pain of nerve damage (neuropathy) or lose a leg due to circulatory issues. Low blood sugar is as bad; if one's sugar drops to, say 30 milligrams per deciliter, one can fall into a coma and die. Our old general practitioner, now long since retired, ominously said that if you don't take care of diabetes, it will take care of you.

Our Grandmother Viles fell victim to the complications of diabetes, and our Uncle Ed and Auntie Phyllis both had pre-diabetes and Type II diabetes, respectively. Type II is related to Type I, but is more of a disorder of the liver than the pancreas. I have Type II and have a keen appreciation of what it takes to stay on an even blood sugar keel; it's even harder for Phil. He has to determine how much insulin to take based on his activity level, his intended meal, at what level his sugar already is, and what he plans to do after the meal...take a walk or take a nap.

Phil does everything correctly to control his sugar. He eats properly, exercises regularly, watches his blood sugar level like a hawk and takes his insulin religiously. Yet, he is one of those diabetics that doctors class as "brittle"...no matter what these folks do, their blood sugar swings wildly between low and high, out of control no matter what they do or how careful they are.

More worrisome, Phil can't detect low blood sugar episodes any more. A drop in one's sugar usually presents itself with a bad case of the jitters...

think of drinking a huge pot of coffee in under a half hour and you get the idea. Ignore the jitters, and they soon turn into the shakes and a cold, pouring sweat. You will think that you have run a mile in high heat and humidity and your clothes will be soaked to your underwear. Go ahead and ignore the sweats, and you end up delirious and then you pass out. Phil has a monitor, but it is far from reliable...it usually reads high, so by the time Phil realizes that his sugar is low, my parents are ringing 911 for the paramedics, who are all too familiar with the way to our house.

The daughter of our state senator, Jeanne Shaheen, has a daughter with the same issue. Elle was in dire straits until her Mum, Stephanie, found an organization called C.A.R.E.S., which provides assistance dogs, including dogs that can detect swings in blood sugar. Phil read Stephanie Shaheen's book about Elle's struggles and the freedom that she found when she got Coach, her diabetic assistance dog. Phil contacted the senator, and Senator Shaheen's office got him in touch with C.A.R.E.S. Phil



Svenn photograph by the author.

Through a Windscreen Darkly Cont'd

was told that there was a wait list of over two years, but he signed up anyway.....he wanted to be free of worry once and for all.

After a 26 month wait, the folks at C.A.R.E.S. emailed Phil to let him know that his dog was ready to be introduced. The plan was for Phil and me to drive to Concordia, Kansas, headquarters of C.A.R.E.S., because most of the flights from Manchester to Wichita had layovers of 8 hours or better. However, the C.A.R.E.S. folks were able to put Phil on a United flight with an hour layover in Chicago, so Phil decided to fly. I would still drive, the better to get Phil from the airport in Wichita to the hotel in Concordia, but my Mum, who was still very worried about Phil making it safely to Kansas on his own, asked me to please fly out with him. Putting my extreme dislike of airports and their surly TSA crew aside, I agreed.

I was unprepared for the TSA welcome at Manchester; they went through Phil's lunchbag and confiscated his unopened can of Diet Pepsi. I think it

was a ploy to get him to pay \$2.75 for a bottle of Diet Coke in the airport concourse vending machine. No matter, we were soon in the air, winging our way west. We spent an uneventful hour at O'Hare in Chicago, where trying to get from arrival gate to departure gate with our carryon luggage was like trying to traverse the sidewalks in New York City. We then got on another plane that would take us to Wichita.

We landed at Wichita in bright sunshine, a contrast to dreary, rainswept Chicago. Phil had reserved a Volkswagen Jetta through Hertz...as we went through the rental car area of the garage, I saw no VeeDubs, but I saw a veritable dealership lot full of GM vehicles...all in white. Bleah!

There was exactly one agent on duty at the Hertz counter, and he was trying to get his computer to work so that the fellow ahead of us could return his car. We waited for what seemed to be an eternity while folks waltzed up to the Enterprise counter to our left and danced out of there with car keys in a trice. Finally, just when we thought we were going to have to camp out at the Hertz counter all night, the agent called us up so that we could get our car. We handed over our credentials and the fellow began to look over what he had in stock to give to us. I piped up "Anything but a GM vehicle, please!" and the agent looked uncomfortable, advising that he didn't think that he had anything else. He did eventually come up with the keys to a Nissan Altima...in white. At least, I reasoned, it did not have the GM Mark of Alleged Excellence stain on it.

We hopped on the highway and were quickly out of Wichita. Kansas is flat, but is also surprisingly hilly. Once we got past Newton, Kansas, there was the occasional restaurant or farm stand, but it was mostly cornfields cut down to nubs and wind farms. We crested a hill, and there was the exit to Concordia, with the Holiday Inn, our destination, in the distance.

The next day, we got up early, had breakfast and then took off for lovely downtown Concordia. The main route through town was lined with a Pizza Hut, a tire store, a Subway, a bank, a Town and Country feed store and a garage. Once you passed the grain elevator, that was pretty much the end of town; you were back out in open prairie headed for Nebraska. We pulled into the local church parking lot, where we would spend the next week in the church hall learning all about the dog and what he was supposed to do.

One by one, the folks who had been on wait lists and had been patiently awaiting the day that they

Through a Windscreen continues on page 31.

Last Great True Saab Cont'd

only be started and turned off in reverse. It's an old safety feature from way back when that made it onto modern cars.

Saab was so damn weird. It really was the best.

As I sat in the massively comfortable leather chairs, my head conveniently held in place thanks to Saab's iconic active head restraints, gazing at the aircraft inspired gauge cluster and switch gear, all lit up in bright green, with thin yellow needles, I depressed the hard and too-tall clutch, grabbed first gear with a long and sloppy shifter, and got the car moving.

Off I went alongside a fellow Jalopnik reader in an overpowered Scandinavian front-wheel-drive convertible from the late 1990s under a Canadian thunderstorm.

I was expecting the car to be more refined than it was, being European and all. But it isn't. I mean, the materials are of good quality and the car is well put together, but as far as performance goes, the mechanical bits don't seem to work in harmony with one another.

For example, the manual shifter isn't particularly exciting to row around. It's long and bulky, and doesn't appreciate being rushed. It kind of reminded me of the one you'd find in a Cavalier Z24, and feels like it was glued to the drivetrain using Play-Doh.

Then there's the way the power surges on and off depending on boost pressure. It's not what you would call a linear delivery of power. Sure, when that massive turbo kicks in it's a hell of a ride, but the throttle is jerky, making the car hard to accelerate smoothly.

Driving a 9-3 Viggen 17 years later feels like all the added performance was put there as an afterthought. The car feels like it was tuned by a 19-year old car bro who doesn't know what he's doing.

The Saab 9-3 was a comfortable, quiet and spacious automobile to begin with, and the Viggen is no different. Sure, the soft top does delete the original car's hatchback practicality, but there's still a usable trunk back there. The rear bench will also engulf decent-sized humans, and the car is okay on gas.

The problems related to daily driving this thing, or any Saab for that matter, is that, one, parts are starting to be hard to find, and two, the cars aren't all that reliable.

Michael, the owner, happens to know a thing or two about Saabs in general. He's tech savvy and

hangs around people and forums that know where to find spare parts. No, your local NAPA Auto Parts retailer won't be able to give you a hand when that throttle body starts messing around. And it most probably will.

Also, roof issues are common on convertibles, so check the weather forecast before taking off in your ragtop Viggen, because if that fancy roof assembly isn't properly maintained, it will likely leak or even jam up in the half-open/ half-closed position while you and your spouse sit there like idiots in the middle of a meteorological deluge.

But if you know what you're getting into, and have a solid network of Saab contacts for repairs, then you should do well enough daily driving a 9-3 Viggen.

It's fast! Especially once you hit third gear. That's because torque output is electronically limited to 184 lb-ft in first gear, and 243 lb-ft in second. So you do feel that it pulls less in the lower gears, but the car's hydraulically-assisted steering still tugs hard to the left during a hard launch.

Also, nothing really happens below 4,000 RPM. That's when the insane boost pressure shoves you hard into the immensely comfortable seats and emits cool jet-like air swirl sounds along the way - psssttttssshh - boost gauge all lit up and everything, quickly running out of puff at around 6,000 RPM.

It's an unusual way to put down power, but it definitely works.

The Viggen's brakes are also solid, gripping hard at the slightest touch of the pedal, and there's a fun, nimble feel in the way the car reacts to your inputs and turns into a corner. You can drive it hard and you'll go places fast.

Sadly though, the convertibles are plagued with noticeable chassis wobble. Sure, I've experienced worse from convertible Mustangs or Corvettes of that era, but as far as European cars go, the 9-3 Viggen feels like a fat banana when hitting a bend hard. That's because the car's only chassis bracing is underneath the windshield, like a giant horseshoe.

Michael had his slightly reinforced, with a six-point subframe brace, specifically built for the car. He also lowered and stiffened up the suspension through aftermarket struts and coilovers, and added a larger rear sway bar. But the poor thing still flexes a lot.

Saab engineers could have added a B-pillar brace, kind of like a roll bar, but that would have

Last Great True Saab Cont'd



hindered the 9-3's good looks. And because Saab is Swedish, that would have been a travesty.

The 9-3 Viggen is rare as hell. During its four-year production run, just over 3,000 of these things were imported here in North America. The convertible is even more of a unicorn at just 1,330 sold in the U.S. and Canada combined.

Black and Silver cars are the most common. If you find a Laser Red example, and live in Canada, you have the only one in the entire country.

Because only one was sold. One.

Since the entire Saab brand no longer exists and because parts are so hard to find, all Saabs are cheap now. The Viggen's rarity and the fact that most people have no idea what the hell it is means its value hasn't held up particularly high.

Our friend Michael here only paid \$3,500 Canuck dollars for his. Clean, low mileage hardtop Viggens never typically exceed \$10,000.

I say now's the time to get your hands on a Saab

Viggen before their value spikes back up. Because this car is, without a doubt, a future classic.

The Saab 9-3 Viggen may be a bit rough around the edges, and not particularly reliable, but for us enthusiasts looking for the ultimate unicorn, this car is a freakin' dream come true. It's weird and quirky in all the great ways a Saab ought to be, it sells for cheap, and it's a hell of a lot of fun to drive.

It will also give the current Golf GTI a run for its money in a drag race.

If you've got a bit of spare cash lying around in the bank and are looking to rescue a piece of automotive history, then please, go out and buy an old Saab Viggen and keep it forever. Flaws aside, this is one of the neatest and most interesting modern cars ever built. It deserves love and care.

Maybe someday Saabs will become so sought after that the brand will mysteriously spawn back to life. And what a glorious day that would be.

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
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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
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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
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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

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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
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P: 503.310.5555
F: 503.246.5182

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Kelly Cadillac Saab – 15% Discount on Parts
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P: 717.898.4000
F: 717.898.3805

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

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

South Carolina

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

Tennessee

Saab of Memphis – 20% Discount on Parts and Accessories
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F: 901.202.6666

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

Vermont

PJ's Auto Village – 10% Discount on Parts and Service
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Other:

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Deadlines for submissions to NINES are:

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

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The Saab Heritage Car Museum USA

By Tom Donney

FYI We currently have a 1955 model 92 in the museum.

You all might be interested to learn that we have a container coming over from Sweden with four cars this month. The cost of shipping is incredible at \$12,000 for a 40-foot container (includes delivery to Iowa).

We are also bringing over 38 windshields for all the models 96, Sonett and 99.

Also bringing in genuine aftermarket 2-stroke exhaust systems made in stage one and stage two with the proper tuning cone (unlike the systems we have been selling where they do not have an internal cone).

Bringing over a 1956 93 with semaphore turn signals and true pie plates. Driver condition. Grey in color.



The Saab Heritage Car Museum USA Cont'd



Photographs by the author.

1962 model 96 750 GT. This was the original factory test car used to experiment with the new triple carbureted oil-injected engine. It has been publicized in Swedish magazines and used for Saab original literature. This car has a very long pedigree. This car was restored and Poland to high standards. Pearl Grey in color.

1980 model 96 Jubilee Edition with 00098 actual miles. This car is totally brand new and has been written about in Swedish magazines this summer as a true barn find. (These are all metallic blue)

Last but not least is a 1956 Sonett 1 replica...one of only two in existence.

Erik Carlsson snuck two engineers (one of whom was his cousin) into the museum at night over a long period of time in order to get all the specifications to make these cars correctly. His cousin recently passed away and we purchased a car from his estate in June.

There is a yellow one and a red one...we have purchased the red one. What makes this car very special is it looks exactly like a Sonett 1 ... only we can drive it and not worry about crashing it and give rides to museum visitors.

Thanks to all.



Photograph by the author.

My First Saab

By Dallas Deschatres

My first Saab was an '85 900 8v 5-speed bought in June 2000 for the express purpose of taking an indefinite summer road trip throughout the United States.

From Winnipeg I went south into a secondary inspection at the Pembina, ND, port-of-entry and once admitted stateside proceeded to Fargo, Missoula, the National Gathering of the Rainbow Family Tribes in Beaverhead National Forest, Idaho Falls, Salt Lake City, Denver, Dallas, New Orleans, Grand Isle, Mobile, Destin, Miami, Tampa, Memphis, St. Louis, Kansas City, Des Moines, and Minneapolis—sleeping most nights in the back with the rear seat folded, squeezed between my then-girlfriend and our luggage even as overnight temperatures hovered above 90°.

On a threadbare travel budget I kept in the right lane to preserve fuel at 55mph, drafting trucks when possible and getting as much as 40mpg per fill, even as the absence of A/C or a sunroof obliged me to traverse the southern states with the (manual) windows fully down.

My first time driving a Saab was in Watchung, NJ, in 1995. I was 18 years old and living in a Manhattan park at Avenue C & 9th Street when I met a pair of punk-rock Swedish-American sisters who took me home to their parents' lavish exurban spread where they had no fewer than *three* Saabs: an '86 9000 Turbo 5-speed, a '92 9000 auto, and a '90 900, which the girls shared.

Once I became their live-in gardener and automotive detailer, they shortly thereafter took a family vacation without me, and suddenly there I was—this kid from a broken home in Manitoba, piloting his way eastbound on I-78 and through the Holland Tunnel in a manual turbo Saab, driving past the Alphabet City squatter punks on the sidewalk with whom I had just weeks before been passing around shared 45oz. bottles of Colt 45.

The '85 900 8v seen here ended up with me in East Vancouver, but living meagerly in a very walkable neighborhood I determined in 2003 that I couldn't give it the attention and resources it needed, and in keeping with my car-free ideology at the time I let it go. (Big mistake.)

It wasn't until 2008 I owned another car, a '98 900 S Talladega Edition (silver, pictured), which served me well as I wandered between Toronto, Chicago, and Los Angeles, finally returning to Winnipeg in 2014 after

a devastating diagnosis of rod knock led me to park the Talladega with the intention of an eventual full restoration.

Back in Winnipeg during the summer of 2014 I received a subpoena from the Los Angeles County District Attorney's office to testify at the trial of the young man accused of stabbing me during an attempted robbery of my Samsung Galaxy S2 eight months earlier. Soon after my October arrival in LA, I learned I would be eligible for a U Visa intended for victims of major violent felonies who have been helpful to the prosecution—the catch being that I would have to remain on US soil pending adjudication.

For months I rode my bicycle and public transit and walked about the massive sprawl of greater Los Angeles until I espied a Craigslist post for a 1999 Viggen—my third and current Saab.

I'm now 41 years old and have owned just 3 vehicles in my lifetime. From 2006 to 2011 my mother drove a '91 900S which I took a bus from Winnipeg to Chicago to bring home to her. In 2008 my brother, living in San Leandro, CA, while attending chiropractic school, bought a '95 9000 Aero and upon his graduation packed it to the max before aiming it back toward Winnipeg, where it served him well until he left it behind for a career in Singapore.

Kind of amazing how one Swedish family, in my life for a relative eyeblink, has held such a profound and lasting influence over my and my family's lives.

Hej så länge!



Photograph by the author.



Through a Windscreen Darkly Cont'd

would be getting their dogs filed in. A little seven year old named Aiden ran into the room, looked around and suddenly shouted "Where's my dog?!" The room erupted in laughter.

After about an hour of orientation, the moment had arrived. The head trainer, Megan, began to bring dogs in to their new people. Phil had asked for a male yellow Labrador; the folks at C.A.R.E.S. try to get the dog that the person wants, but don't make any promises. When Phil got his email announcing the arrival of his dog, Sarah, the CEO, hand holder, dog breeder and all around saint at C.A.R.E.S. said that the name, breed and sex were to be a surprise. I watched as the dogs came in; Ace the black Labrador; Danza, another black Lab; Locke, yet another black Lab; Chaney, a Golden Retriever; Milo, a hound mix; Daisy, a fawn great Dane...and then I saw a yellow Lab on a lead next to Megan, and I knew that this had to be Phil's new friend and companion. Megan walked the dog up to Phil and said "This is Svenn."

Svenn!!!!!! How did they know that Phil was a Volvo guy?

It took only an hour for the two to bond. I noticed that Svenn got up and nudged Phil's elbow...he then licked his hand. I gave Phil a nudge and suggested that he check his blood sugar...sure enough, it was high. From then on, I knew that the two would be fast friends and everything would work out fine.

We spent a week in Concordia, learning all about Svenn and how he was trained to do the things that he does. I heard him wake Phil in the middle of the night because his blood sugar was high or low...Svenn alerted me to a few swings in my blood sugar as well.

We also found out that Svenn was born on Sarah's nine-acre farm just outside of Concordia...he had a sister named Elsa and a brother named Olaf...and yes, they were all named after characters in the movie Frozen. Mum is a yellow Lab, Dad a black Labrador.

Not soon enough, we were returning our tin-can Altima to the Hertz counter; shutting the doors in the car sounded more like someone crushing an aluminum can than a door closing securely. The car also had a constantly variable transmission, which droned annoyingly. A Saab or Volvo it was not, but it definitely made Phil and me appreciate what we had parked in the driveway back home.

Our trip thought the Wichita airport was another exercise in TSA excess....this time, not only did they go through Phil's lunchbag, they also went through

the food in the bag, possibly looking for explosive mustard in his ham sandwich or a switchblade in the chips. We had a major hiccup when we got to O'Hare for our connecting flight back to New Hampshire; our seats were in the second row of a small Embraer jet and Svenn would not fit under the seat. He would have had a hard time sitting IN the seat, but that was beside the point. When I saw in what we were flying home, I told Phil that we'd need the seats changed or it would be a loooong flight home. Phil went to the boarding agent, who flatly refused to change our seats...apparently, some Million Mile United customers were at the front of the plane and could not be moved. Harrumph!

Sure enough, when we boarded, poor Svenn was like an outside suitcase that wouldn't fit in the overhead bin...the stewardess asked us to please have Svenn sit in our laps while the other passengers boarded...then disappeared. Svenn obligingly submitted to the indignity of having to sit across Phil and me...at least I got his head and the window and was explaining the concept of airplanes to him when the stewardess reappeared and announced that we were swapping seats with the passengers in the front row.

We were soon landing in Manchester and greeting our parents, who were as proud of Svenn as Phil. No matter who saw him in the airport, they all remarked that he was a truly handsome dog. Svenn, modest guy that he is, took the compliments without getting a swelled head.

Now four months on, Phil and Svenn are a tight unit. If Phil disappears for more than a few minutes, Svenn goes In Search Of and doesn't rest until he finds Phil. He also has developed an affinity for ice cubes...one cannot run the icemaker in the refrigerator without suddenly having a large yellow Lab standing off to the side, waiting for a cube to either drop or be offered. To say that Svenn has saved Phil's life at least once is not an overstatement...he has caught Phil's blood sugar dropping rapidly before it got to the danger zone many times. If Phil fails to respond to Svenn's nudges, whines or barks, he will fetch one or both of my parents so that they can assess the situation.

In this age, when a cell phone can read a retina to unlock itself, it's comforting to know that a big, fuzzy yellow Labrador is on the job, keeping Phil's blood sugar in check and keeping him safe.

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



Christmas Comes Late!

Enjoy a mixture of the best from 70 years of brilliance. A tribute to Saab and its cars. Ingenious, wayward and ambitious. This is our definition of iconic.

Just in time for the celebration of Saab's 70th anniversary, we are developing an exclusive collector's box with images of selected models from the Saab Car Museum. We call it 'Iconic.' The box is made an edition of 900 examples only and contains 16 photographs in 48 x 37 cm. format. The photographs are printed on high quality, 250 gsm. (Check: Is there a standard definition for "gsm"?) paper. In the box there is also a publication of around 50 pages with information on each of the cars depicted, as well as interviews with various key personnel from Saab. The price of the box with 16 photographs, 40-page publication and, of course, a pair of white cloth gloves for safe handling of the photographs, is 1,475 kronor.

The box contains images of the following vehicles:

- UrSaab from 1945.
- Saab 94 Sonett I.
- Saab 92, Saab 93 'Monster.'
- Saab Sonett II.
- Saab 96 Sport.
- Carlsson's Monte Carlo Rally Saab 96.
- Per Eklund's rally Saab 96 V4.
- Saab 99 Turbo.
- Stig Blomqvist's rally version Saab 99 Turbo.
- Saab 900 Aero.
- Saab 900 Convertible.
- Saab 9000 from Talladega.
- Saab 9-3 Convertible.
- Saab 9-5 Estate.
- Saab Aero-X concept car.

Order your box now. Limited edition.

Place your order now to not miss the chance to become one of the owners of the Iconic box with pictures of cars from the Saab Car Museum. You can choose to collect your box at the Saab Car Museum in Trollhättan, Sweden, or to have it sent to you. If the latter option, then appropriate freight costs will be added when ordering.

The photo project is a co-operation of Saab Car Museum, Column Identitet AB and Steampipe Productions Studio AB.

Ordering information:
iconiccars.tictail.com/product/iconic-photobox-english-description



SOC 2018

By Sandy Bogage

Recently, SCNA officers, board members, and volunteers completed a trip to the site of the Saab Owners' Convention 2018 in Solomons (also referred to as Solomons Island), MD. Nestled inside the unique Chesapeake Bay waterway, this location manages to be out of the way and easily accessible at the same time. I urge you to consult with your trusty map (on-line is fine) to plan your drive depending on the direction. No matter which way you arrive in Solomons Island, Route 4 is the only main road in the area, and our hotel is located just off of that route and is very easily accessible.

Daniel Cahill, SCNA Vice President, flew into Boston late on Friday night to join me on the ride down to Maryland from Boston. We left early Saturday morning, and our first stop was at the famous Modern Diner in Providence, RI. Daniel has a goal to visit all 50 states, but miraculously had not visited Connecticut or Rhode Island. After breakfast, our drive down I-95 took us along the southern coast of Connecticut, so Daniel was able to cross two states off his list before noon-time. We hit the George Washington Bridge without much delay, and headed down the New Jersey Turnpike towards our final stop of the day in Wilmington, Delaware.

Not only had Daniel never visited Delaware before, but he had scarcely imagined the display of original and beautifully restored cars, used parts and Saab memorabilia located at Sports Car Services in Wilmington. CarolAnn Jacobson welcomed us with a special tour of their expansive facility, including access to rooms I had not seen in previous trips. They had a number of customer cars and recent trade-ins in the service area, with other cars being stripped down and the parts stored to keep other cars on the road for years to come. As you plan your trip to SOC 18, you should make sure to plan a stop at SCS in Wilmington on Wednesday, August 8. More information will be coming out about how to locate that part or rare accessory that you have dreamed about finding, and it is only a few hours' drive from Solomons Island. Best of all, they can tell you a beautiful way to drive to SOC that avoids major Interstates and instead takes you on some excellent two and four lane highways through the rural Maryland countryside.

While Daniel and I were visiting Wilmington, board members Chris Grider and Mark Welker visited the track to scope out the site and finalize the details of the visit. While not available at the time of this publication, check the convention web site for pricing information and details about this exciting track day. There will be options available ranging from paced laps to more spirited driving accompanied by a professional driver, all with you as the driver and in your own Saab! This state of the art facility also offers dining options and climate-controlled viewing area for those

not as interested in driving, but who may want to watch the fun with a cool beverage in hand. The track even has a separate go-cart track open to participants age 16 and older, so this can be a day of fun for the whole family. Previous conventions have had great success with track days, and our day at Dominion will certainly not disappoint. All of this is happening before the Thursday night Sponsors' Appreciation Dinner.

On Sunday night, we hosted over twenty volunteers, with sizable groups from both the active Virginia and Maryland Saab clubs as well as individuals from the area who attended on their own. Any convention is only as successful as the volunteers on the ground who help guide convention-goers and help them maximize their convention experience. This year, we will have a number of volunteers who have never attended SOC, and we are already working on training them and matching them up to other more experienced volunteers and club members so that we will have a strong ground crew throughout the entire SOC weekend in August.

Other highlights of this year's SOC in Maryland include a number of NOS parts and accessories from a former Saab dealer in Kentucky. After years of persistent requests from SCNA, the dealership recently donated and sent us the rest of their stock of brand-new parts which had languished in storage for years. We are also working with local volunteers to offer services like paintless dent repair on site. While the parking area is open, with a promise of a large section of Saab-only parking, we have secured a large field offsite but less than a half mile away from the hotel to stage and take an amazing group photo.

All in all, the 36th Annual Saab Owners' Convention is shaping up to be another amazing event, giving Saab owners and fans access to some of the most exciting Saab-related opportunities and experiences available.



Photograph by Chris Grider.

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scbenso@umn.edu
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New Jersey:

Jersey Saab Club
Looking for officers and members.

New Mexico:

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

New York:

Central New York Saab Club
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Place the word "subscribe" in the
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vSaab, an unmoderated Yahoo Group
<http://autos.groups.yahoo.com/group/vSaab/>

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

Editor
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1729 Lynnwood Trail
Austin, TX 78727
ATTN: Clubs and Contacts
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SCNA News

President's Letter



Saab Club
OF NORTH AMERICA™
www.saabclub.com

Dear SCNA members:

Myself and some of our other board members recently returned from our site visit to the site of SOC 2018 in Solomons Island, Maryland. Make sure to look up Solomons Island on a map to understand the unique location of the Holiday Inn Conference Center and Marina. Traditionally, SOC begins on Thursday evening with the Sponsor's Appreciation Dinner. This year, we have two exciting events taking place on the days leading up to SOC, so if you can get some time off, I strongly urge you to begin planning to leave for SOC early on Wednesday, August 8.

Located in Wilmington, Delaware, Sports Car Service has been racing, collecting and servicing Saab's for over 50 years. They have a large facility, and as you can imagine have amassed a treasure trove of rare Saab vehicles, parts and memorabilia. Plan on coming to an open house on Wednesday, August 8th in the afternoon. If you are driving down from New York or New England, it is worth a stop in Delaware. You may find that rare part you need, and will enjoy seeing the impressive collection of museum quality cars, including some

of the vehicles formerly part of the GM Heritage Collection. The hotel is just a few hours drive from Wilmington, and we'll give you a great route that avoids major highways and takes you through the beautiful Maryland countryside

On Thursday morning, August 9, we take off for a few laps around the race track! Thanks to the support of local volunteers and friends of Saab, we will be offering a track day at the Dominion Speedway in Woodford, VA. Dominion offers a variety of driving opportunities from a challenging road course and oval track with a separate go cart track for those over the age of sixteen. Check our convention web site in April for details and information about these events, culminating in the weekend celebration of everything Saab and all Saab cars from the precious vintage prototypes through the final modern models.



Respectfully,

Photograph by the author.

Sanford Bogage
President, SCNA

Saab Clubs News

By Ninfa Flewitt

A small contingent of Saab Fans of North Texas made the trip out to Mineral Wells, Texas for the inaugural Palo Pinto County Saab Tour.

After a week of weather extremes, the weekend brought a glorious day for a Sunday drive! While some fans battled home damage from the week's crazy weather, a few die hard Saab enthusiasts made the trip!

Over a two day period visitors from Austin, Fort Worth, Lewisville and Richardson, Texas drove to Mineral Wells to participate in this event hosted by Mineral Wells residents Alan and Ninfa Flewitt.

Matt Wilson brought his beautiful 1989 900 Turbo, Stella and Russell Price brought their 2011 9-4X Premier along with their grandson, Kaleb Acosta who is the Saab enthusiast in the family. Richard Rios made the trip in his 2008 9-3 SportCombi 2.0T and Daniel Cahill brought his 1999 Lightning Blue Viggen out for the drive. Leading the procession was Alan Flewitt in his 2011 NG 9-5 Aero.

The drive took the group from Mineral Wells Airport (KMWL), past the Baker Hotel, to Possum Kingdom Lake for photo opportunities by the lake and by the Possum Kingdom Lake Dam then to Hwy 16 for the drive south to Strawn for lunch at the legendary Mary's Café. After a nice visit, some chicken fried steak, and a couple of massive burgers, the group headed toward the town of Palo Pinto via Hwy 4 and its hairpin curves.



Those present Friday night enjoyed dinner together. While the group was small, the drive was fun even from the back seat (where the author sat).

It is never a bad day to drive your Saab, just make the time and enjoy the scenery!



Photographs by Ninfa Flewitt and Alan Flewitt.

Saab Clubs News Cont'd



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

Autos for Sale

1999 9-5 SE 2.3L.

Color: Black - Trans: Automatic - Mileage: 253,xxx - Price: \$3500 Clean car inside and out. Runs great and looks good. We're the 2nd owner. Acquired in 2002, brought to CA in 2003. Prior to 2003 serviced by Nick Pellegrino of Nick Pellegrino's Saab Service and since 2003 by Bud Clark's J & B Imports in CA. Car is in great shape, well taken care of with all maintenance records available and maintenance up to date. Always garaged. "One Grand" products have been used on this car since '03. Extras in the sale include a spare Direct Ignition, unused Saab Ski Rack, assorted belts and bulbs. Combination of life priority changes necessitate the need to sell her.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#18020120251rmcna> Contact: Robert Mcnamara, Irvine CA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18020120251rmcna> Phone: 949-246-1026.

1993 900 Commemorative Edition.

Color: Black - Trans: Manual - Mileage: 64,000 - Price: Best Offer CE number 150, near perfect except cracked dash, small dent/scratch in rear of hood, odometer questionable, mileage not exact, needs ac work. All original except factory rebuilt transmission and recent clutch, and replacement radio: original model radio and equalizer come with car. Never outside of Texas and Colorado, no body rust, but some engine compartment corrosion. Second owner for only 1000 miles. Includes 2nd set of wheels and tires. Must sell. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#18012970141snich> Contact: Stephen Nicholoff, Erie CO Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18012970141snich> Phone: 720 308 1604.

1993 900 Turbo Convertible.

Color: Teal Green - Trans: Automatic - Mileage: 81,639 - Price: \$9800 Late 1993 Saab 900 Turbo Convertible: Extremely low mileage, original manual tranny(!) Bay Area CA-only car, third owner. In protected storage for past two years, just fully inspected and tuned by Saab specialists in Marin. Body in extraordinary condition, drives very well, (fast + fun!) NO major or minor mechanical issues. New: top, brakes, rotors, tires, Alpine audio, interior mats + full service history. A/C works well, blows cold. Driver seat heater fully functional. Interior shows normal wear, dash has cracks. A capable daily driver, if desired. Selling only due to a re-location outside the Bay Area. Serious inquiries only, please. Additional pictures available upon request, and mechanical reports. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#16070284331ckane> Contact: Chris Kane, Fairfax CA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=16070284331ckane> Phone: 415-317-6935.



DEADLINE: 25th of two months preceding publication for inclusion in the next issue.

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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

Parts and Miscellaneous

Large Inventory of Parts.

I am the former owner of Danneman's Auto Service, a Saab specialty shop in Laurel Maryland that has been in business since 1972. I have a large inventory of Saab parts both new and used that I am sure you would like to find. Call with your list. Provide part numbers or Vin, Year, Make and model. Call Don Danneman 301-467-0605 or Jim Kronmeyer 301-725-2244. Contact: Donald Danneman, Sykesville, MD.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=180109donal> Phone: 301-467-0605.

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

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