

Nines

The Saab Club of North America Magazine



JULY - SEPTEMBER 2018 #353



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Contents

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Editor's Notes:

Summer approaches, and that can mean only one thing - the Saab Owners' Convention. This year, the SOC is in Solomons, MD August 9 - 12, 2018. More information starts in this issue on page eight.

Detailer Peter White has decided not to be a continuing contributor to this magazine. Peter stated that he was disappointed in the presentation of his article. We apologize for this.

We received information regarding a northeast rally October 11-14, 2018. The 800-mile Revival of the Great American Mountain Rallye [GAMR] will be the revisiting of a European-style endurance event that was held annually from 1953-1957 in upstate N.Y. and New England.

Editor's Notes continues on page 5.

The Good News

It is with great pleasure I renew my membership for another year. This was easy after such a wonderful convention in Los Angeles. A huge thanks to all those wonderful people who were involved in that event - it was an inspiration to keep on going with Saab into the future.

I have 18 classic 900s. All 16v. I have them from three periods in which they got better and better. 1985-1988/1988-1990/1990-1993.

Sadly, two of these cars were so badly damaged in accidents it would be almost impossible to ever get them on the road again. However, both drivers walked away each time in fine form.

Their hearts and other internals will keep other Sabs running.

Keep up the good work you are doing.

Liam Feely
Bellingham, WA

An Eye for Cars

I enjoy summer classic car shows (Pre-Saab models,) and like taking photos more like the eye sees them. I guess I am just older than some photographers. *Below is an example. Not a Saab, but pretty! Got a good photo of your Saab? Send it to NINES! Ed.*

Larry Sorenson
Milwaukee, WI



Submissions to Letters are always gratefully accepted! Please make sure to include your name and address. Letters may be edited for content and length. Send your letter to:
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Editor's Notes cont'd

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Driver-and-navigator teams competing in the GAMR Revival will gather on Thursday, October 11, 2018, at Churchill Classic Cars, Eldred, N.Y., for orientation/inspection. Teams will receive authentic 1953 Mobilgas maps and written instructions about which portions of the original 1100-mile GAMR route to follow. The next morning, drivers will start their engines and navigators will guide them northward through Vt. to the Canadian border; southward to N.H.; and then back over the Vt. border to the finish line. Rally officials will throw the checkered flag on Sunday, October 14, 2018, at Hemmings Motor News in Bennington, Vt.

- Original: Cars that could have competed in 1950s GAMRs (model year 1957 or older)
- Classic: Cars of model years 1958-1980
- Modern: Cars of model years 1981 or newer

Contact Gary Hamilton, Rallymaster, 978-500-8039 GAMRR2018@gmail.com
 or Steve McKelvie, Rally Chair, 508-520-7135 shanna12@comcast.net www.stevemckelvie.com

Photograph on the front page is a roadside shot of a 2011 9-3 Sportcombi, taken by the editor and publisher in Driftwood, TX.

See you at the SOC!

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From the Archives

By Bruce Harbison

Since SOC2018 will celebrate '10 Years of XWD', I thought it appropriate that two articles about test driving the Turbo X should be highlighted for this issue. They both come from NINES # 294 published for the July/August 2008 issue and were written by Jim Laman and Carl Levine respectively. Seth D. Bengelsdorf was the editor.

Back in the early 80s, British writer John Gardner had James Bond driving a highly modified Saab 900 Turbo. It was discreet, but for its era, had fantastic performance (170 mph!) and utility and was also 'socially responsible'.

Bond has changed, of course, getting into more ostentatious Aston Martins and large BMWs, neither of which offer the unique combination of utility, outstanding real-world performance and fuel economy in the discreet and practical package that Saabs have. As one ad said many years ago, you could 'haul your couch at 130 mph'; a bit of an exaggeration, but the point is made. In fact, for the past 10 years it has been an annual event to pile everyone in the latest roof-racked C900 to make the annual Christmas tree trek to a nearby tree farm. So a big attraction for me is the multiple uses one can make of whatever Saab one happens to own, which for me is currently a 9000CS.

Fast forward to April of 2008. At the invitation of Saab Cars USA, Mary (Laman) and I arrived at Gingerman Raceway in South Haven MI for a track preview of the new (don't call it a 9-3) Saab Turbo X. Black, of course, nothing flashy, but nice trim, taut lines and rather purposeful-looking, especially the 18" (which are not the largest!) wheels and tires. I, of course, first thought of Michigan's cratered roads and wondered how those would survive, but that is just me... I used to drive on 165/15's on my Saabs, until I could no longer find them.

Immediately upon arrival, I was introduced to Jan Magnussen, who was asked to give me a ride around the track in the new Saab. We buckled in and took off, and something about the authoritative way he stabbed the gas pedal clued me in that this was not going to be a slowwhooaaa. ... hang on! With my knees (faking calm) wedged between the center console and the floor, gripping the door handle as Jan calmly attempted (or so it seemed) to peel the 18" rubber off the rims. And all this while carrying on a conversation about the car and its capabilities, which obviously were numerous. Yes, it would corner, no doubt! Once I was able to peel myself off the door panel, I glanced over and noticed we were doing 110 mph, almost consistently, whether going straight or through the curves. A later attempt to equal this myself (with some coaching from Saab's John Libbos) only managed to hit about 85. "Just a few more laps John...?"

So who was this mysterious 'Jan' and why is he so FAST??? I later asked Saab Communications Manager

Jan-Willem Vester, one of the hosts of the event, for some more information on him. I found that I was in the hands of a LeMans-winning pro, with many years of experience going back to F1, racing against the likes of Michael Schumacher. No wonder he was fast! In a nutshell, Jan has successfully piloted a Corvette to victory at the LeMans 24-Hour endurance race (on my short-list of 'must do's') several times over the past few years, hence the 'GM connection.' I could have kicked myself later for not spending more time talking to him. But back to the car ... and it's nice, very, very nice.

We currently own an AWD car (non-Saab) and, with snow tires, have found it to be unstoppable in about any winter condition, like the 12" of wet snow we had to navigate down our driveway and street back in February. Saab's more advanced XWD system, coupled with the outstanding levels of performance, will once again bring us a car that will get us through inclement conditions safely and, if need be, quite rapidly. Bond would have loved it! I found the 2.8L V6 engine to be very smooth and it seemed to be very at home with the aggressive driving it was getting at the track, whilst being compared to an Audi Quattro, a BMW M3 and 335Xi as well as a Subaru WRX. Notice that the engines are for the most part larger in these cars, but from what I heard later, Saab beat all but the M3 in fastest lap times, coming in slightly behind the M3 V8. Ah, but factor in gas mileage...!

As a consumer and enthusiast, I think Saab has a winner with this car, and I hope it is one of many new performance-oriented models that we see over the next few years. Rumor has it there are many more exciting models coming our way, thanks in part, of course, to the support from GM. While I cannot comment about the car as a high-performance machine, Jan Magnussen was later quoted as saying that he was quite impressed by the 'X' and the well-integrated cross-wheel drive, referring to the car as 'a very well rounded performer, good for many miles of fun under all kinds of weather circumstances.

As the sun glared through my bedroom window that fateful Tuesday morning, I had no idea of what my day would hold. You see, up until this aforementioned Tuesday I was staunchly opposed to the idea of a Saab needing all-wheel drive. I grew up in an age where I got to watch all-wheel drive take the market by storm in quirky Japanese cars like the Mitsubishi Eclipse and the Subaru Loyale, or overhyped in some sterile, boxy Audi products.

There's a lot to love about all-wheel drive, but it's not without its disadvantages. True, there will always be a deficit in fuel economy with a power take-off unit attached to the end of the gearbox, feeding the opposing wheels with power on demand. As far as I was concerned, all-wheel drive was merely a "gateway drug" to move people into SUVs. It seemed almost like a false sense of security, especially in a car that wouldn't have necessarily handled all that well in the first place without it.

From the Archives Cont'd

Back in the mists of time, about seven years ago if you want to get specific, I sold Saabs. The 9-5 and 9-3 were the bread and butter; they funded my paycheck, were front-wheel drive and kicked butt in the snow. Time after time, I would have to talk customers out of the Audi A4 or Volvo XC70-the fuel economy sucks, there's more stuff to break, you might as well call it 'All Wheel Slide' because it isn't going to do anything for you if you have ventured into danger. Whatever it took to talk the people out of it and into the tried-and-true superiority of the front-wheel drive, efficient and powerful Saab, right?

So fast-forward to a couple of years ago, when a team from Saab and a team from Haldex got together and decided to tack an all-wheel drive system onto the Epsilon chassis; the 9-3 Sport Sedan. Saab may not always be first to the game with this sort of stuff, but you know that when they do end up following the pack, they do it right. What resulted from this partnership is Saab's new Cross-Wheel-Drive system (XWD) - an intelligent, electronically controlled all-wheel drive system that uses the 9-3's already advanced controller area network (CAN) to interface the new Haldex ECU on the rear drive module to the rest of the car's systems. It's a preemptive system and is kind of a big deal if you consider how other manufacturers have grafted AWD onto their own products.

I rolled up at the test site in North Andover, MA with my two-liters of fury, the 2.0 with the big T. This was the first time in all the time I've been involved with Saab that I was in the same generation car as the 'all-new' car I was going to thrash on the test course. The time of reckoning had come. After meeting a few of the folks from Saab, we listened to a presentation by an engineer from Saab and as soon as he said 'when you get to the slalom, roll up at 25 in 2nd, punch the gas and hold it there till you're out', I knew this was going to be nothing less than stellar.

The test course was simple. In front of the tent there was a pit lane adjacent to a straight-away. Just after the pit lane were three cones in a group to signify the start of the slalom. Drivers had the opportunity to circumvent the slalom to build greater speed for the first corner, a sweeping 90-degree left into another straight. The next corner was a 120-degree left, covered in sand to simulate a low-traction situation. Exiting that turn, the course made a few zig-zags and then went into another straight before another 90-degree left to return to the pit lane. I wasted no time in getting behind the wheel of the SportCombi variant with the 6-speed manual gearbox. With our editor Seth as my co-pilot, I rolled out of the pit lane in first, pressed the go pedal, ripped to 25mph as instructed, clicked into 2nd and floored it. The car stayed glued to the path as my speed increased proportionally with the smile on my face. I whipped the Turbo X through the sweeping 90-degree left without a care, I knew what was going to happen-and it did. The car shifted its power around to the wheels in a chorus of blistering rubber and a blissfully ethereal exhaust note. Without hesitation, the

car blasted back up to 60mph before the next turn. As I entered the turn with the sand, the real magic could be felt.

We had been told that the threshold of the electronic stability program (ESP) had been raised considerably to allow XWD to work its magic. To feel one side of the car accelerating and the other side braking was a crazy feeling, but soon forgotten as I started to weave through the kinks in the track. As the engine emitted a chorus of forced induction and exhaust that was akin to Barry White with a mouth full of bees, I flew through the final straight before turning into the pit lane to let the next person go.

A cold shower was not available after that happy little romp, so I ventured over to the vintage cars that were on hand for test drives. I climbed into the 1986 9000 Turbo, car number 3 from the Long Run at Talladega. Hey, remember turbo lag? Neither did I until I climbed into the unholy step-child of Saab and Fiat with its shifter that felt like it was connected to a rubber band ball underneath. I had my way with that car, and the rest that were on hand before I got bored and needed a new adventure. I took a few more bombing runs in the Turbo X before deciding to take one out on the local roads.

Being from the area, I knew a few good shortcuts and sweeping on-ramps to try out. The Turbo X is a fantastic car on the road, plenty of power and a true feeling of control over the road. Getting onto the highway, the car pushed happily into triple digits and executed lane changes with aplomb. As I exited the highway to return to the test site, I spotted a dead creature in the road. I was doing about 75mph, gripping the road with what felt like the clamping force of a 20-ton press.-I flicked the wheel left, then right, returning to my original trajectory as if nothing had happened.

Returning to the test track, I watched the cars zip around the track at speeds I've never seen a Saab achieve so quickly in stock form. I took a couple more runs and called it a day.

So here's my take on the whole thing: The Turbo-X is nothing short of amazing in terms of handling, acceleration, material quality and pure sex appeal. The car is gorgeous inside and out, and it even greets you with an 'All Systems Go!' when you fire it up. The bad? Fuel economy. Back to my original statement about the gas-guzzling nature of a vehicle that is powering four wheels instead of two. With the cost of gas rising each day, how economical can a car be that gets 15mpg in the city on a good day? Audis are worse, and as sterile as a Munich post office. Subarus are still chintzy and have a really sickly sounding motor right off the lot. The Saab Turbo X is a fine choice despite the mileage. I suppose if you can drop the \$42-large on one of these Super-Swedens, gassing the thing up every few days won't make you shed a tear... I mean, unless you're crying from happiness from the handling. I was.



Planning your trip to the Saab Owners' Convention 2018..

By Sandy Bogage

Typically, SOC lasts for a weekend. Beginning with the Sponsor's Appreciation Dinner on Thursday night and going through the Sunday benefit auction, which begins Sunday after breakfast and ends when the items are sold or when the hotel starts moving to kick us out. For the 36th year of the annual Saab Owners' Convention, SCNA and our friends and sponsors are able to bring you an SOC where you can experience five days of SAAB. The hotel is filling up fast, so make sure to reserve your room soon at saabclub.com/convention. Allow me to take you through my planned itinerary for SOC 2018, starting August 8 and lasting through Sunday, August 12.

On Wednesday, August 8, I will be at Sports Car Service in Wilmington, Delaware. Bill and CarolAnn Jacobson, along with their employees, family and friends, will be hosting an open house at their expansive facility near downtown Wilmington. Not only is Sports Car Service one of the largest Saab sales and service facility in the Mid-Atlantic, Bill also has one of the finest collections of Saab cars and memorabilia on the East Coast. Come tour the facility, look at and enjoy his car collection including some cars purchased from the GM Heritage Collection, and pick up parts from every year and model from Bill's expansive collection of used parts and vehicles. He has engine and transmission cores, interior seats and switches, body parts, ECU's and countless other items. Once you have loaded up your Saab with useful items, we will head out together on the beautiful, three-hour drive through the Maryland countryside to the Holiday Inn in Solomons, MD. Check into the hotel Wednesday night, hit the pillow and get some sleep, because we will need to be up bright and early on

Thursday.

We will be up early, leaving the hotel by 7:00 AM for the two-hour drive to the Dominion Raceway, where SCNA and eEuroparts.com are hosting a track day. In addition to chunk of time driving the paced laps, there will also be opportunities to participate in a short training class and drive your own Saab on the track or take a ride on the on-site go-cart track (16 and over). The track offers full amenities including indoor, air-conditioned viewing areas and all track day tickets include a catered lunch at the track. We will leave in time to arrive back for the Sponsors' Appreciation Dinner on Thursday night. If you choose to arrive at the hotel on Thursday during the day, we hope to see you at dinner, and afterwards people can explore the parking area and enjoy the rooms with included mini fridge and microwave.



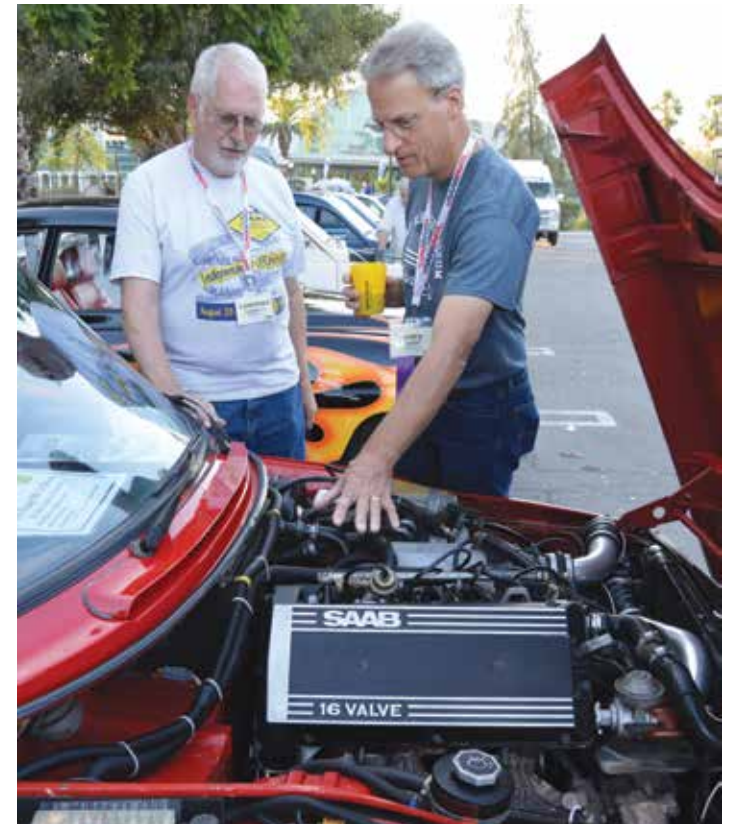
Friday, August 10 begins the official convention festivities. There will be a car wash station and ample parking area, as well as tech sessions and presentations with people ranging from vintage Saab specialists to some representatives from Orio, the OEM Saab parts manufacturer, and representatives from the Saab Museum in Sweden and NEVS, the company that is building cars based on the final generation 9-3 for sale in China and other markets. As you can see, Saab is not merely an object of the past, but it is still a company building vehicles and parts to support the enjoyment of those vehicles for years to come.

Our convention theme this year is celebrating ten years of XWD, and we hope to have a strong turnout of Saab vehicles with XWD, including the Turbo X, which will be displayed inside the convention facility. Have you ever wondered just what sets XWD apart from other AWD vehicles? We have also invited some friends from the Saab Museum in Sweden to join us, including an engineer who worked on the team to develop the XWD system for Saab and who currently works for NEVS in Trollhättan. Another highlight will be

SOC 2018 Cont'd

the return of a "parts tent" inside the convention hall. We were able to obtain the surplus parts from a former Saab dealer in the southeast and will be selling them at SOC.

Thanks to our generous sponsors, and especially our title sponsors: Orio Saab Original parts, the Saab Heritage Car Museum USA and eSaabParts.com, we can offer the finest Saab event in the country. Join us at SOC 18 to see the nicest collection of Saab cars, to find specific OEM and performance parts and services, and most importantly to meet and network with automotive industry experts and hobbyists from around the world. We look forward to welcoming old friends and new guests both to reminisce and also to form new connections with Saab owners everywhere. Check our web site www.saabclub.com/convention for more convention details and updates to the program at saabclub.com. We hope to see you there!



Left: SOC 2017 track day at speed on the Talladega Speedway. Right: Concours judging. Below: Be there as we set up for the group photo with your Saab in August! Photographs by Seth D. Bengelsdorf.



SOC continues on page 13.

Three Wheels, Saab Power

Not what you'd expect.

By Dan Morley

Several years ago I acquired a custom-built, one-of-a-kind, chopper-style motorcycle trike powered by a Saab GT850 three-cylinder, two-stroke engine with a four-speed SAAB gearbox. It was a "barn find," having sat in a shed for 43 years, until Ray Kopczynski and I retrieved it.

It all started in 2006, when Al Fosdal, who built the trike in 1972, advertised a two-stroke 96 for sale. Ray and Jack Ashcraft went to see the car and were shown the trike, which at this point had been sitting in a shed for around 43 years and had the gearbox removed. Sometime later, Al dropped in on Jack at his shop in Medford, OR; he had a severely damaged SAAB gearbox in his truck. Soon after, the following email from Jack arrived in Ray's inbox:



Dan poses on his newly resurrected Saab-powered trike. Keep an eye out for "Easy Triker" (with a happy ending), in theaters soon. (Photo: Jon Kjaerulff)

Seems he loaned the trike to some weenie in LaLaLand, who let a couple of idiot kids drive it. Of course, with hats on backwards, they figured it would be really neat to try for wheelies with the damned thing. So—and I'm guessing on this part—they revved the popcorn popper to about six grand and dumped the clutch. NOT a good idea....

That little bit of superlative driving ripped the cast-iron differential assembly right in half, tore out the cast aluminum differential bearing mount and blew that whole assembly right out the side of the transmission case. Then—and I know you'll love this—the kids told the owner, "Dunno - it just broke..."

Not much took place between 2006 and 2014, except for word slowly getting out that the trike existed. I realized I likely wasn't the only one interested, and though my wife and I were building a new home and preparing to move in, I'd better try to buy it before someone else did. So I called and made what I considered a reasonable offer, but was promptly told I wasn't even close. Okay, well, I tried, but my offer was the best I could do, so I brushed aside any hopes of ever owning a custom Saab-powered trike.

But not for long. A few months later, Ray got an email from Al: the trike was still for sale, for the price I had offered. I'd already done my homework, seen lots of pictures, and even tracked down a copy of the 1974 issue of Special Choppers magazine with a three-page feature on the trike. There was again hope that I could buy it. So I didn't waste any time getting hold



Rode hard and put away wrecked. Spectacular gearbox failure was never addressed, and thus began the trike's decades-long slumber. All photographs by the author, unless otherwise noted.

Remember Al Fosdal, the dude in Central Point with the two-stroke engine and trans in a trike? Well, Al shows up here at the house a week or so ago with the transmission from that critter, in the back of his truck. It is messed up big time.

Three Wheels, Saab Power Cont'd



Dan and seller/builder Al Fosdal load up his new ride. It eventually fit in the van, after removing the fenders and wheels.

of Al and letting him know I still wanted the trike. The next weekend I headed to Ray's place in Albany, OR, and together we went to collect the trike at Al's, near Grants Pass. Everything was as described, and, after removing the rear wheels and fenders in order to get the trike in the van, we were soon headed for John Collins' place. He wanted to see the trike and the broken gearbox, after which he declared that he'd never seen such damage done to a SAAB transmission.

So just what is a custom Saab trike? The frame is custom built and uses Harley Sportster front forks with a 6-inch extension and an 8-inch riser on the handlebars. No front brake. The GT850 engine (confirmed to be from a '63 or '64) has been ported, and the cylinder head has several modifications to change the flow of coolant. The bell housing has been modified to allow the motor to be rotated so it sits straight (whereas in the car it sits at an angle). The transmission has four speeds, plus reverse. Gear changing is accomplished with the left hand via a gated "suicide shifter" near the end of the fuel tank; there's a foot-operated clutch. The fuel tank had a tunnel on the bottom that would have been used if the tank was to have sat over the frame rails. In this case the tank sits on top



Clever chromed tube for tools; Monte Carlo 850 badge is a (subtle) Saab clue on the trike.

of the frame, and the tunnel has been covered over and an extra fill cap fitted; the tunnel is now used as a tank for the two-stroke oil.

A custom-made intake manifold sits behind a two-barrel Rochester carb from a Chevy Vega. A clever chrome-plated cylinder just below the intake manifold is actually a tool kit: depress a catch pin on each end and part of the side comes off, revealing a half dozen wrenches rolled up in a vintage shop rag.

The gearbox is a rebuilt unit that had been sitting on a shelf for 15 or so years, originally destined to go in a 96. But before that happened, the car took a direct hit from a huge fir tree that came down in a storm. When the differential in the original gearbox exploded, the custom bell housing held up pretty well but was not unscathed: there were three cracks, requiring welding. Had it sustained much more damage, I likely would have passed on buying the trike.



The builder of the trike added gears (left) to modified inner drivers. Chromed covers (right) hide the chains that transfer power back to separate rear axles.

There is no differential in the rear axle housing; the Saab differential performs the task. (There's a battery box where the differential would normally be.) Now

Three Wheels, Saab Power continues on page 12.

Three Wheels, Saab Power Cont'd

here's where things get interesting. The trike is chain driven: both inner drivers of the Saab gearbox have been modified, and sprockets have been added. Two chains transfer power to sprockets mounted to the axles, which are independent of each other (so the trike's rear wheels can turn at different speeds when cornering). Also, because the sprockets are all the same size, the drive ratio is unchanged. The rear mount on the gearbox rear cover has been machined off and a steel plate bolted on using the cover bolts. The four corners of the plate, which has now become the rear mount, have holes to accommodate large bolts that can be used to move the entire powertrain forward or back to set the proper amount of slack on the drive chains; the front motor mounts are slotted to allow for this movement.

One small problem that ended up being a large problem, in the end had a simple solution. One of the amber front turn lenses was missing, but the remaining one had no manufacturer's ID on it and neither did the base.



A 3D printer was used to reproduce the turn signal lenses (original on left).

I searched the Internet with no luck, and I had several friends who went to automotive swap meets look unsuccessfully for more than a year. Then, around the time we were thinking about starting the trike, I had an idea. My son, Quinn, has a 3D printer, and I asked him if he could print a replacement lens. He said that while he couldn't replicate the translucency of the original, he could come close on the color, and printing the same shape was no problem. He printed a pair of lenses, plus a spare. They turned out pretty well, and I'm glad that we could maintain the original configuration of the lights. (I'll hang onto the one original lens, in case we eventually find another.)

Because I have limited two-stroke experience, I recruited Sean Tennis to help prepare the engine for start-up after it had sat for 43 years, and my friend

Tony Grillo stepped up to sort out the wiring.

So, on a nice Saturday last August, Sean came by to help start her up. The gravity flow fuel from the gas tank fed the Rochester carb sitting on the custom-built intake, and soon enough, exhaust was pulsing through the custom headers and muffler. It was running! And it didn't sound loud and obnoxious. (However, it was fouling plugs at idle pretty badly, so Sean prescribed solid-core plug wires and NGK AB-7 spark plugs.)

So, with nothing left to repair or rebuild, it was finally time for a shakedown ride: an easy three miles to a nice wide spot that I could turn around in, then back to the shop to check things out before riding further. The trike ran well, and no parts fell off. (But wait—something did fall off. With nowhere to put the garage door remote, I had simply put it on the seat between my legs. Well that wasn't a good idea, as now I'm down one garage door remote.)

I continued to go on increasingly longer rides



Trike builder Al Fosdal pops a SAAB-powered wheelie back in the day. Photo from a 1974 issue of Special Choppers magazine.

and return to the shop to perform any needed maintenance before venturing out again. I found that 40- to 50-mile trips worked best for me and the

Three Wheels, Saab Power continues on page 15.

SOC 2018 Cont'd

Registration packages:

	Linear Aero XWD			
	Early-bird pricing until June 1	\$219	\$269	\$309
Thursday Sponsor Appreciation Dinner +\$40 *		-	✓	✓
Friday Breakfast	**	**	**	**
Friday Lunch	-	✓	✓	✓
Friday Welcome Dinner	✓	✓	✓	✓
Saturday Breakfast	✓	✓	✓	✓
Saturday Lunch	✓	✓	✓	✓
Saturday Awards Dinner	✓	✓	✓	✓
Sunday Breakfast	-	✓	✓	✓

* Option

** Continental breakfast is included in hotel room rate Monday to Friday. Not part of the convention registration package.

Every full registration includes:

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

Members Only

The Saab Owners' Convention is a private function of the Saab Club of North America, Inc. a non-profit corporation, open only to Club members and their guests. Each registration transaction must include one Club member. We want to welcome everyone who wishes to attend, so if you are not currently a member and have not purchased a new or renewal membership prior to this transaction, we will add a \$15 trial membership to your purchase.

Children

Each registration transaction must include one adult. No unattended child registrations are permitted. All family members may be included on a single registration and are added after the first (member) entry.

Cancellation

- March 1, 2018 through June 15, 2018: Refund requests will be subject to a \$5.00 processing fee.
- June 16, 2018 through July 15, 2018: Refund requests will be subject to a 50% processing fee.
- After July 15, 2018: No refunds will be issued.

You may transfer your registration to another person at no cost up until August 1, 2018 by 3:00 p.m. PDT upon formal approval from the event committee. All refund requests are subject to seven business days for review and may take up to ten business days to process. Please contact us for any cancellation and transfer requests.



All the details for registering for SOC 2018 can be found on the Website: saabclub.com. This is a screenshot of the first page. Register today!

Saab Club of North America 2018 Election Proxy Ballot

The following candidates are presented for the Saab Club of North America (SCNA) officer and board member election to be held at the annual business meeting at the owner's convention on Saturday, August 11th. Members attending the business meeting will vote by secret ballot on premises. Members who cannot attend to vote in person can vote by proxy using this form or a copy and following the steps below.

Vote for Candidate:

Ria Levine, Secretary

Standing Board Members:
Vote for Candidates:

Chris Grider

Mark Welker



STEP 2 – Provide Your Member Information:

Please make a copy of this ballot, be sure to *print* your name and address to verify your membership and sign the proxy. Your SCNA member number (see your membership card) is also required.

Name: _____ Signature: _____

Street: _____ SCNA Member Number _____

City: _____ State: _____ Zip: _____

Step 3 – Mail Proxy Ballot must arrive by August 40, 2018
Insert in an envelope, add postage and send to:

Holiday Inn Solomons-Conf Center & Marina
ATTN: Saab Club of North America
155 Holiday Drive
P.O. Box 1099
Solomons, Maryland 20688
PLEASE HOLD FOR SAAB OWNERS' CONVENTION AUGUST 2018



Three Wheels, Saab Power Cont'd

trike. The end of summer was very nice, with many days averaging 80 degrees, just perfect weather for riding. I put about 500 miles on the trike in August and September, just riding around and checking out roads I'd not been down before.

So what's it like to ride a Saab trike? It's a lot of fun, and at the same time it's a lot of work. In general, riding a trike is harder than riding a motorcycle when you're on a twisty road with tight corners. Having a "suicide shifter" on a trike means that you likely won't be shifting in a corner, as you need both hands on the handlebars. Power? Yes, it goes like heck! (The engine has 55 HP stock, and the trike weighs in at 620 pounds.) The Chevy Vega-sourced carb, custom intake and exhaust work fine, and the plugs all look like they're burning uniformly. The dual chain drive is quiet and smooth, and there are no indications that it is anything but normal. I haven't checked the gas mileage, but I did manage to run out of gas twice! I think it's only a 2-1/2 gallon tank, and I now keep a flashlight with the trike, which is a necessity when checking fuel level or filling.

A while back on the VSAAB list, there was a discussion about motor mounts, which concerned me a bit, as the trike has no rubber mounts – the motor and gearbox are mounted directly to the frame. But no vibrations or anything unusual can be felt while riding. There was also discussion on VSAAB when I decided to neuter the freewheeling, as the trike has no parking brake and, of course, I didn't want it to roll away. Someone noted that two-strokes don't have a lot of compression and might not keep the trike from rolling on a hill. Well, I found that to be true one of the times I ran out of gas! I came to a stop on what I would guess was about a 20-degree slope, and the trike would not stay in place. I rolled several small rocks under one of the rear tires, which held the bike long enough for me to jump off and quickly gather up a couple of old boards to place under the other tire. The motor compression has been enough to hold the trike every place else that I have parked.

I'm very happy with how the trike turned out after it spent 43 years parked in a shed, and I've been able to bring it to a few cruise-ins last year. This year it will be entered in several motorcycle shows and plenty of local car show and cruise-in events. It will also make several appearances at antique truck shows, as I'll be taking my 1951 Chevy two-ton flatbed truck to shows, with the trike on the back as an additional display. I bought an enclosed trailer that will allow us to bring the trike to shows that are way too far from home to ride to, such as the Maryhill event.

On the right, several pages from 1974 issue of Special Choppers magazine. This thing is just dripping '70s.

1 "Wheels" bars on the back keep the machine right side up on wild starts. Frame is custom-made. Front end is a Biquarter modified by D & D Cycle.

2 Saab Story. Swedish engine is a three-cylinder, two-stroke unit. Racing versions of this engine are known as popcorn poppers, a three-cylinder, two-stroke has a sound all its own.

3 Popcorn Power. Three-cylinder Saab engine powers this custom trike owned by Al Foadal of Springfield, Oregon.

4 Carburetor is a Rochester unit off a Chevy Vega. Intake manifold is custom made. Stock four-speed trans is used.

If you ask, "What engine is supplying all the power for that wild looking trike?" Would you believe a Saab? That's right, a 1964 500cc Mono-Carb Saab. Owner Al Foadal of Springfield, Oregon, prides himself on the fact that he builds original scooters.

The 500cc three-cylinder, two-cycle engine puts out 55 horses, more than enough to lift the front end off the ground. Along with having the head ported and polished, a special intake manifold was designed by Al that enabled him to adapt a two-barrel Vega (Biquarter) carb up to the engine. With the intake completed, his next step was to come up with a slick looking header which he also made. To bring even more attention to his trike's heart, Al had all the covers and levers chrome plated.

The trans is stock four-speed Saab, including reverse. The shifter setup was homemade. Dual chain drive from the transaxle links up to a hand-built rear end. Rear brakes were donated by a 1966 MG.

To get the engine to set straight, Al had to do some cutting and welding to the bellhousing. (If you're familiar with the Saab engine, you'll recall it sits at an angle. A custom-made radiator was relocated at trike's rear.

Frame for Al's exotic three-wheeler was completely handmade from one-inch Shelby members tubing with a 1 1/2-inch wall. Neck head was given a 45-degree rake. A sportier front end extends six inches to the 19-inch front rim purchased from D & D Cycle.

Al filled the tunnel of the Harley

A unique Saab-powered trike
BROWN SWEDE

1 Keeping things cool is a custom-made radiator mounted in the rear. Note the "Wheels" bars.

2 Pay close attention to detail. Carburetor is finished in black crinkle paint. Bellhousing had to be welded and revamped for proper fit in the custom frame.

BROWN SWEDE

Sprint gas tank so that it would hold the oil for the oil injection system. To take care of the navigation, a set of pulllock handlebars were mounted to eight-inch risers.

Electrical system is 12 volt, with the battery mounted in the rear and housing between the axle. The generator was relocated under the engine with the water pump on back of it.

Sparkling Swedish metallic brown paint was sprayed on by Dick Butcher. Of the three shows this meticulous machine has been entered in, it's taken two. First, one second and one sweepstakes. How's that for a success story?

52 SPECIAL CHOPPERS

First time won't be the last time!

By Chris Grider

For those in the Saab community, Saabs@Carlisle has been one of those events with a distinct allure. Held every May at the Carlisle Fairgrounds in Carlisle, Pennsylvania, simultaneously with the Annual Import and Performance Nationals, Saabs@Carlisle has the proud distinction of having the largest number of any brand in attendance. Since the year 2000, the Central Penn Saab Club has held the event annually – growing from just a few die-hard Saab drivers to around 250 cars every year. Since I began getting involved with the Saab community in 2011, I've heard countless stories about Saabs@Carlisle, but it wasn't until this year that I was actually able to see with my own eyes what the event was all about.

From all the stories I'd heard, you need to be prepared to be wet and muddy all weekend. At Carlisle, you are literally at a fairgrounds – while Saabs@Carlisle has a tent, you will still find yourself outside walking around all the cars. Despite the well-manicured lawns that the Carlisle Fairgrounds works tirelessly to keep in great shape, once you get enough foot and car traffic, the grass quickly turns to mud. Fortunately for my first time at Carlisle, I was joined by several event veterans who had been there before. A few years back, they had started to rent a 26' RV from the rental place a few miles away – this turned out to be a godsend. The fairgrounds has an onsite campground permitting RVs just a short walk away from the showfield, and the local hotels seem to fill up very quickly with premium prices for the weekend. The RV allowed us to at least have a semi-clean and dry place for the little amount of rest I got all weekend.



That's the other thing – if you're planning on getting rest at Saabs@Carlisle, you're going to the wrong place. Frankly, there's way too much to see and do to spend time sleeping. As it is an annual tradition for many in the Saab community, it serves as almost a family reunion of sorts – you can spend hours catching up with fellow Saab owners, hearing the stories about their cars since the last time you saw them. In addition, the Saabs that show up are fabulous – from pristine Concours-winning vintage Sonetts to some incredibly modified 9-5's, you can spend hours looking at the cars. The benefit of having this event the same time as the Import and Performance Nationals is that nearly every European and Japanese automaker is represented – even the Renault Owners' Club of North America had an impressive turnout. In addition, there's also a great swap meet area with Saab being well represented by multiple merchants – not only are some great Saab specialists in attendance, including Swedish Motorsports/Maptun, Orio, and State of Nine, but there were also used parts and Saab collectibles for sale from individuals. In short, two days is hardly enough to see all the cars on display and catch up with friends.

As a veteran of several Saab Owners' Conventions, I've always wondered what the differences between the two events were every year. It is evident that the Saabs@Carlisle team put in a lot of effort organizing the event, but the best way to describe it would be a minimalist version of an Owners' Convention with a price point to match. In lieu of plated or buffet dinners, at Carlisle you get to grill your own meat for dinner (although your registration price includes drinks and side items). In addition, in lieu of a detailed schedule with formal tech sessions as you would find at an SOC, there are only a few scheduled events during the weekend,



such as the award ceremonies under the big Saab tent. Of course, if you're happy with camping out and grilling burgers, you can have an excellent weekend for less than \$100, while a Saab Owners' Convention full registration and hotel room costs significantly more than that.

After years of hearing about Saabs@Carlisle, I'm very glad I was able to finally make it. Yes, it rained and I left with quite a bit of muddy laundry, but there's something about an event which is built around two things – people and their cars. I'd like to offer a very special thanks to the Central Penn Saab Club for putting together such a great event consistently for several years. All in all, it was a great reminder of how great a community we have in the Saab world, and I can't wait to see many of the same faces again at Saab Owners' Convention in August in Solomons, Maryland. See you then!

A row of classic 900s at Saabs@Carlisle 2018. Photographs by the author.

Not your typical Saab look.

From Carnewschina.com

6-Wheeled Clone: Beijing Auto BJ80 6x6 Arrives At The Beijing Auto Show

The Beijing Auto BJ80 SUV is a clone of the old Mercedes-Benz G-Class. In 2013 Mercedes-Benz launched the G63 AMG 6x6, and now Beijing Auto has cloned that one as well. They have called it the... BJ80 6x6.

The BJ80 6x6 is powered by a Saab 2.3 turbo four, now good for 250hp and 350nm, mated to a six-speed manual or a six-speed automatic, sending power to all four wheels.

Beijing Auto Industrial Corporation (BAIC), the owner of Beijing Auto, bought the rights to the Saab 2.0 turbo and Saab 2.3 turbo from GM in 2009, along with the rights to the platforms of the Saab 9-3 and first generation Saab 9-5.

Interior design didn't change compared to the standard car, but the wood trim and leather seem a bit nicer.

Note the tiny taillights, the twin-exhaust pipe on the left side, the giant spare wheel, and the tow hook, which seems useless because that wheel is in the way.

The BJ80 6x6 is likely a prototype at this time, but is equally likely that Beijing Auto will make a small series of it. Just remember the crazy BJ80 Riot Control concept of the 2016 Guangzhou Auto Show. It is in production.

Snorkel on the right side of the windshield. It stands incredible high on its feet, higher even than the Merc'.

LED light bar and a winch. This thing can go anywhere, powered by Saab.



Saab News continues on page 19.



By Bob Miller

Love that Saab!

I love my 1966 Saab 95. I really do, but it would be nice if I could actually drive it sometime! I farmed out the replacement of the rear brake wheel cylinders to a mechanic friend, as some modification of the backing plate was required to fit the new wheel cylinders (not an exact replacement) and, at the time, I had more money than time. When I drove the car home, I noticed that the brakes were quite feeble; actually worse than when I drove the car to the mechanic.

Really, I thought, I'm lucky to have a mechanic who will work on a 50-year old Saab at all, so I won't bother him with this trivial problem. Besides, he was closing up shop when I left. It's undoubtedly something to do with the front brakes, right? I figured that the newly redone rear brakes were probably working just fine, but the fronts had given out, and the braking was predictably feeble with just the backs working.

Anyway, I made it home alive and put the project away for a while. A long while. "A while" is one of those wonderfully vague terms of measurement, kind of like, "down the road a piece." How far is a piece? Some folks just don't like to be pinned down with details, or they just don't think in precise terms. Thus, "a while," A while can be just a few minutes, as in, "This traffic light hasn't changed in a while," or it can be much longer, such as, "I haven't seen my kindergarten buddies for a while." So really, it can mean any length of time whatsoever. Very useful. But I digress.

In this case, "a while" turned out to be more than six months. I felt that I had neglected the front brakes, not just for a few months but for a few years. OK, let's be honest; they were the first calipers that the car ever had, installed about 45 years ago. I decided to replace the front calipers with new ones. After all, replacement almost-correct rear wheel cylinders were still available brand-new, so why not front brake calipers? Why not indeed. All I could find locally or through my Saab Club and Vintage Saab Club contacts were rebuilding services (and

kits), and I'm pretty handy, so I decided to rebuild them myself. After all, what could go wrong? For a blow-by-blow description of my front brake caliper rebuilding odyssey, I refer you to the Winter 2017 issue of Vintage Views.

While jockeying the Saab up and down the ramps to get to the calipers and later to bleed the brakes, I noticed that I was having trouble with the throttle linkage. A quick peek revealed that the rubber boot that connects the throttle shaft to the throttle linkage had broken about 3/4 of the way around, so that the connection between the accelerator and the carbs was, shall we say, a bit vague. I have procrastinated about pawing through my stash of vintage Saab parts to see whether I squirreled away a replacement, because I'm afraid that if I look, it won't be there. I don't recall seeing a source of replacement rubber boots, and I do recall seeing an article about how to cobble together a replacement. Sigh. Looks like another work-around is in the works.

While running the engine at dusk, I also noted a pretty light show with the spark plug wires arcing to various grounds. This just might explain why the engine was breaking up at higher revs. I have already purchased a set of high-quality spark plug wires for a V-8, thinking that from among the eight, there should be three of about the right length. Oh, and there is that pesky tiny water leak where the heater hoses enter into the heater box. I suppose that I should replace all those hoses as well.

The interior is due for an update, as the present upholstery was put in about 20 years ago, and the Arizona sun, while very kind to metal, loves to munch on upholstery fabric. Even though I keep a cover on the car most of the time, one cannot drive a covered car, and when it is driven it gets dirty. Tucson dust is very abrasive, so the car must be washed and dried before the cover can be replaced. Anyway, I found some very nice seat covers for the fronts at a local auto parts store, and they fit like a glove. Now I am saving my pennies for reupholstering.

The paint is holding up quite well, a blessing, considering that I had to have it repainted a few years ago. It had come back from an excellent restoration by the amazing Bud Clark, with a flawless gray paint job (or so it would seem). Alas, the paint shop, previously of excellent reputation, was going out of business and was lacking in an ethic or two. They basically spackled the car with Bondo, smoothed the surface, and painted it. It looked

great until the paint began to crack and then fall off in chunks, revealing a Bondo layer up to 1/4 inch thick. A local paint shop in Tucson did an excellent job of removing many pounds of Bondo and paint and doing it all over again, this time correctly. The car still looks like new several years later (see later reference to rose-colored glasses); however, whoever removed the door handles did not know what he was doing (or maybe what she was doing, as the ignoramus might have been an ignorama), and they had to be removed again and refitted, this time right-side up.

It may appear that I am complaining. Not so. I love old cars (and motorcycles and airplanes) and really enjoy working on them. There is a great feeling of accomplishment when one can find that rare part or cobble together something that might just work better than the original equipment! If you are lucky enough to have had a Saab in your youth, you can add the bonus of nostalgia when the old car runs just the way your rose-colored glasses remember. Only now it's even better, because people honk and wave at you and give you a big thumbs-up!

I am sure that many of my readers have had similar tribulations in keeping their beloved old Saabs on the road, and it just makes it all the sweeter when you can take it out and show the world what a Swedish aircraft manufacturer could accomplish when it set out to design a car!



Neither of these are Bob's car, but above are pictured a couple of typical 95s.

Time to move?

If You Want to Live in the Northeast:

East Syracuse is officially home to the North American Headquarters of Saab Defense and Security USA.

The move was first announced during Governor Cuomo's State of the State address in Syracuse in January of 2017.

Since then, the company has transferred a lot of back office operations to East Syracuse to support all the company's US business and make the Syracuse area the focal point for Saab's US growth.

In exchange for a State incentive package, the company agreed to retain the roughly 450 employees already working here and add nearly 260 more positions.

The company has already filled 25 positions since the beginning of the year with plans to hire another 50-75 people by the end of this year.

President and CEO of SAAB Defense and Security USA, Erik Smith, says, "When I say that it spans the realm of business disciplines it absolutely does. We're currently hiring accountants and finance people, program managers, project managers, schedulers."

Smith says Syracuse offers Saab a very supportive infrastructure from the region's economic development office, CenterState CEO, to the Governor's office to a very rich talent base.

"When you start to look at the value proposition that Syracuse offers for a company like SAAB. The cost of living is right, the access to talent is right, the university network is right, so it just makes a lot of sense for us." Smith tells NewsChannel 9.

Part of the State's incentive package includes tax credits and a \$10-million grant from the Governor's Upstate Revitalization Initiative.



Professional Perspective



By **Chuck Andrews**
Friends

This article is about my friends, a view of and from the Saab Heritage Car Museum in Sturgis, and the saga of moving cars to Sturgis from Fort Dodge, IA. Six trips equals 7,200 miles moving objects and memories. Each car has a history and story and these cars are not finished yet. As we transport them and display them, more interest and memories are created not only by the observers but those of us exposed to the current events.

As I write this at the end of May 2018, I realize that there are many of you who have participated in the Stampedes to help move the cars to Sturgis. You have experiences that are relevant which enables you to relate to just a couple weeks of my experience. We, meaning all of us together, have moved somewhere over 90 Saabs to Sturgis as of now, and I have another 10-car load on "Lulu," our Volvo transport, to be delivered next week. We should be down to 3-4 more truck loads and few more super-special Saabs that can only be transported in an enclosed trailer one at a time.

On my first trip with "Lulu," going west on Highway 3 in Northwest Iowa at the town of LeMars, I stopped at a stoplight near the center of this small town. Because there is a car being hauled over the front of the tractor, it's difficult to see stoplights. I was the first vehicle in line at the light and was desperately trying to find a hole in the decking above the tractor so I could see the stoplight when I noticed a person running diagonally across the intersection toward me waving his hands. This man ran around the front of the tractor to the passenger window where he

excitedly alerted me to the fact that a door had come open on one of the cars on top of the trailer. You have to understand that a truckload of Saabs, let alone Saabs aged from the 1950's to 2000s, creates a spectacle with lots of attention. I was able to drive about a half block and pull to the side of the street, blocking the entrance to a Standard service station. I was partially blocking the street but in small-town Iowa that isn't the end of the world. As I reached the passenger side of the truck, not only did I see the front door open on a Classic 900, but was greeted by the proprietor of the station who was hurriedly coming toward me to find out why I was blocking his station driveway. Before I could say hardly a word, he offered to get a ladder so I could get up to the top of the truck to close the door. He offered



Tom Susemihl from LeMars, IA did not identify the load as Saabs and was very interested in the Sonett III and the Saab 92. Photographs provided by the author.

anything else he could he do, and was beside himself that I was not taking him up on any offers. I just needed a few moments to get the door on the 900 closed securely and then deal with the interest that was being created. Tom Susemihl, whose uptown Standard service station I was blockading, wanted to know what kind of cars these were, where they were from, why I was hauling them, etc., etc., etc. After spending a few minutes explaining about the cars, he started explaining who he was and what he did. Among other things, he has purchased and restored antique gasoline pumps. He asked if I would like to see his collection and since the police had not arrived to make me move the truck, I walked into the station

Professional Perspective Cont'd

to survey his collection. It was extraordinary. All the restored pumps are like brand new—no flaws. He told me that he had been doing this for about 40 years. Before I could leave, he had asked me when the museum would be open so that he might be able to come for a visit. With that and a promise from me that I would honk the air horn each time I came through town with a load of cars, he would be happy. Upon completion of that trip and talking with Tom Donney, he related to me that his wife, Patti, had been doing research on finding some restored gas pumps for the museum and its displays. With that information, I decided that on the next trip I would have to stop again to see Tom in LeMars and take some pictures of our new friend.

Loading and unloading the cars from "Lulu" is a very deliberate and careful process. Typically there are at least two of us and usually three in the loading process. Tom Donney and I unload the cars in Sturgis together. Because Tom and I aren't always in Sturgis at the same time, sometimes one or the other of us is there alone. One Saturday in May, I was at the museum alone, not really expecting anyone to arrive. I had left one door unlocked on the whole building just in case, but the lights inside were all turned off so it was very dark because there are no windows at this time. I was in the breakroom/kitchen when the door opened and who should walk in but Dr. Neil Henry from Minneapolis, MN. I consider Neil to be a good friend. He is a very long-time Saab owner and former customer of our shop. Neil is giving up on driving his classic 1989 900S after many, many years of service. He had purchased a RAV 4 in CA and was driving it back to MN. His wife had heard about the museum and encouraged Neil to stop in to see what was happening. Neil could not believe his eyes when saw me there. He had no idea that I had volunteered to transport cars to the museum. He was no more surprised than I was seeing a Minneapolis friend walk out of the dark into this breakroom. We spent a couple of hours talking about Saabs including walking through the cars in the museum. We had an enjoyable time together and discovered that the museum might be able to help him sell his Classic 900S summer car on consignment. It was time well spent for both of us and more memories were made.

Later on that same afternoon, a beautiful spring day, I had the gigantic doors of the museum open. The doors are 14 feet high so we can drive the semi into the building through them. A 2003 9/5 Linear wagon drove up to the door. Rex introduced himself as the owner of a now-lost salvage yard in Rapid City, SD, that had the corner on the Saab salvage cars. He had heard about the museum and wanted to stop in to see if it was open. I assured him that he

should not send his Saabs to the crusher until Tom Donney had a chance to talk with him and/or look at what he had. Rex looked around in the museum and was amazed at all the Saab cars that he did not even know existed. We spent some time looking at cars and discussing what they were, etc. At the end of our conversation, he explained his current connection with Saab through the 9-5 wagon he was driving. It seems the owner, a lady from MI, was driving the car in the Black Hills when the engine failed. She didn't want to fix the car so Rex purchased it and we had a discussion of what caused the failures and then he described how he put a Saab 9000 2.3 liter engine in that car. Another car, another story, more memories, another friend.

In these past few weeks the Swedish Pickers (like the American Pickers who travel around the country looking for interesting parts and antiques), Swedes Frederick and Jonas, stopped in on their way across the country buying Saab cars and parts that they plan to take back to Sweden. Also, one weekend Tom Donney's sister and family members drove five cars in another stampede. But then again, these are two more of many stories yet to be told.

The first question almost everyone asks when they arrive or talk to us about the museum is "When will it open?" This is a huge endeavor that needs all of the help we can give. It is a 7-acre project that when completed will attract many people to share their experiences and memories about Saab cars. Stay current on social media and with *NINES* for the latest news and developments about the museum.

This load of Saabs ready to be unloaded into the museum is probably one of the most unique loads hauled. Saab 92, 93, 99 turbo, Classic 900 friction tester, and 9000's including a Talladega record holder. Amazing!



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

My Life with Lagomorphs

I love dogs. Big ones, small ones, purebreds, mixed breeds, they are all great. But, what to do when your life is spent more at work than at home? I already had guinea pigs, but I wanted something that didn't have to live in a cage.

Cats were out; just one cat had the power to bring on allergies so bad, even taking every antihistamine known to man would not relieve the swollen eyes, stuffy head and wheezing. And, given that most cats have a serious attitude problem, I could not see myself sharing life with a cat.

Ferrets are part of the weasel family and they just look like they are always up to something. I have had friends who owned ferrets and things kept mysteriously disappearing from the house.....until the couch was moved. There were the house keys, the coins, the game pieces, the top to the salad dressing cruet....

Chinchillas require a special dusting powder and are high strung to the point of distraction. I have never met a calm chinchilla or one that ever seemed like it was happy.

I had taken one of my guinea pigs in to see Dr. Holmes for an eye issue. I happened to mention that I might be interested in living with a rabbit. Dr. Holmes mentioned that another client at the clinic wanted to give up their rabbit, so I rang the lady and, 24 hours later, I was the proud and happy caretaker of a black Dutch buck named Oreo. Oreo had lived in a daycare, but was very laid back. Nothing ever seemed to bother him. He took to me and the house quickly and I was soon used to looking down when walking through the house lest I trip over Oreo.

Because Oreo was alone for a good chunk of the day, and neither Merlin nor the guinea pigs were particularly good company, I decided to adopt another rabbit as a companion for Oreo. We located another black Dutch, this time a doe, through the House Rabbit Network. I brought Oreo to meet Olivia, and it was love at first sight.

Oreo and Olivia lived together until we lost Oreo at the age of ten and a half. I had located a grey

Dutch through House Rabbit shortly before Oreo left us; Agatha had a morbid fear of having her ears, head or back touched. She got on well with Olivia and seemed to fill the void left by Oreo.

A few months after we lost Oreo, I found a baby black Dutch up for adoption at Sweet Binks Rabbit Rescue. It was at Sweet Binks that we solved the mystery of Aggie's fears.

My new rabbit, Duster, was born at Sweet Binks. His mother had been rescued, along with Aggie and 17 other Dutch, from a filthy, unheated garage. The heathen that had the rabbits was keeping them to eat them. We believed that the creep was also picking Aggie up by her ears and the skin on her back. I made arrangements with Sweet Binks to adopt another one of the rabbits born at the shelter as soon as she had been spayed.

A month later, I returned to Sweet Binks to bring my little tortoise-shell Dutch home. I saw a forlorn chocolate Dutch sitting in a corner of the barn. She looked so sad, I couldn't help but feel sorry for her. I asked if this poor rabbit was also up for adoption and Pam, the lady who saved all of the rabbits' lives, advised that she was. As it turned out, she was Duster's mother. So, Gigi and Jules rounded out the family.

Or so I thought. Olivia, depressed after Oreo's passing, left us a few months after Gigi and Jules came to live with us. A friend of mine saw a black Dutch buck up for adoption in Maine, so off to Brunswick we went to meet Alexander Hamilbun. He seemed to get along well with Gigi; Aggie hid in a corner and refused to come out, and Duster sat and gave Alex the hairy eyeball. We bundled Alex up and brought him home, where he bonded with Gigi and Torsten, a mini Rex that we had gotten from a clueless co-worker.

And that brings us to today. As I sit here typing this, Pelle von Kanin (or Peter Rabbit to our non-Swedish speaking readers) the mini Rex, is sitting in his hay bowl nibbling hay. Jules and Duster are lying under the dining room table. Alex and Gigi are guarding the kitchen. Dewey, the English Spot that we found on the Cape after being rescued from dire circumstances by the Animal Rescue League, is keeping watch in (Again with the margin/formatting lunacy!) the spare bedroom and Aggie is in the living room waiting for Merlin to drop parrot crunchies onto the floor.

It is a very full house, but full of rabbits that needed a helping hand and are very much loved.

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

What's Old is New Again

The return of freewheeling.

From motorauthority.com

The manual transmission faces an uncertain future. Increasing emissions standards, future safety technology, and dwindling take rates could spell its demise. But a new patent shows Toyota gives a shift, as we like to say, and it could give the manual gearbox an extended lease on life.

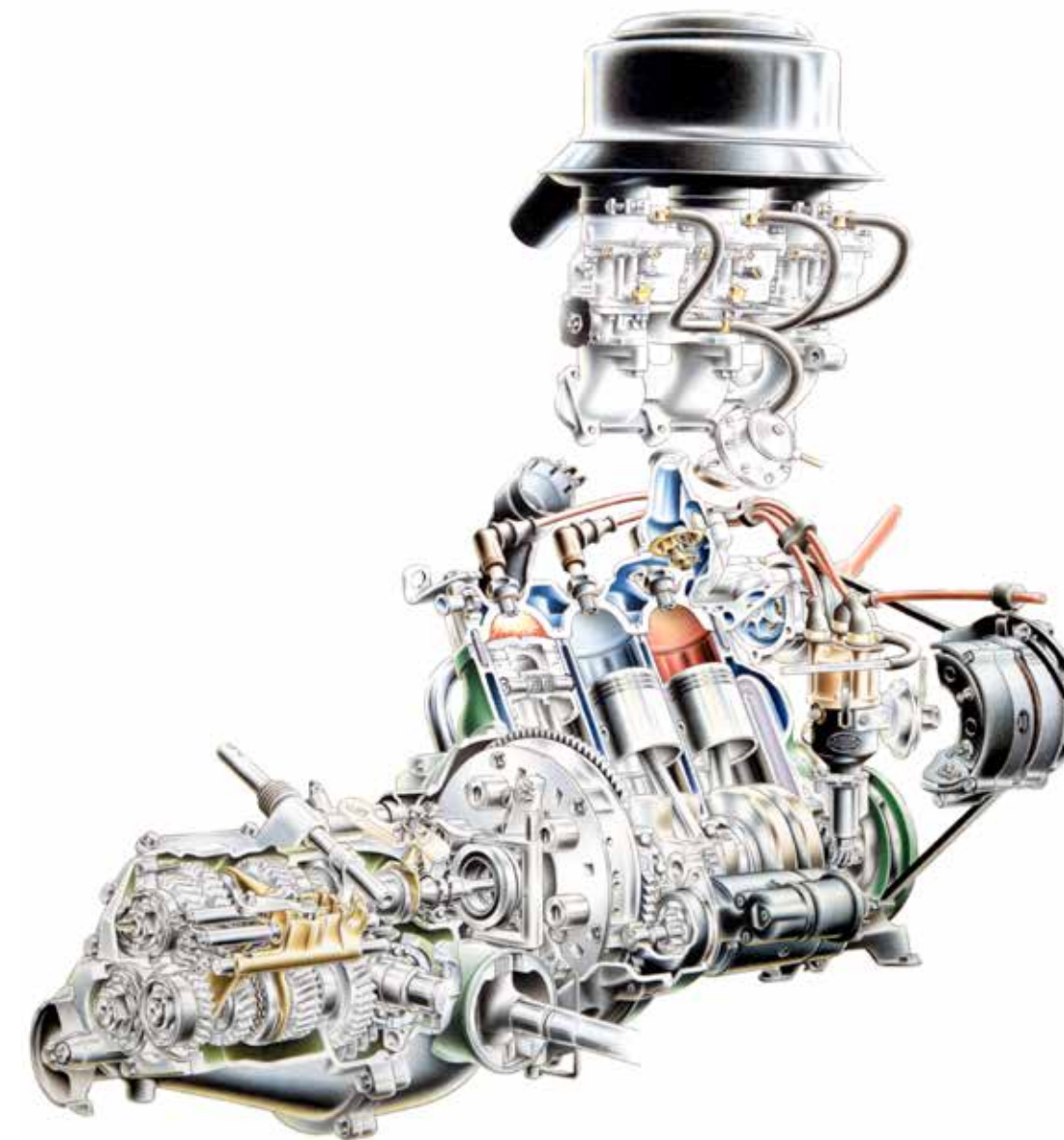
with a manual transmission. In turn, it could help raise fuel economy in cars equipped with a manual transmission, which are often outdone by modern automatics with more gears.

Per the patent's description, the controller gains access to work the car's clutch and gearbox. The system then recognizes safe times to disengage the clutch, pop the car into neutral, and allow the engine to idle while coasting along.

Seems like a neat concept, but as Road & Track points out, the technology harkens back to technology used by Saab in the 1960s. The now-defunct Swedish automaker used a freewheel mechanism to help with lubrication issues found in its 2-stroke engines. The clever freewheel mechanism allowed the wheels to spin faster than the engine while going downhill, which solved the engine's nearly unquenchable thirst for lubrication. The engine would idle, but the car would maintain its speed.

Obviously, this patent is a little more technical than Saab's solution, but the concept is similar. Toyota's potential implementation could even help those unfamiliar with driving a manual transmission, since the patent also details lockout pins to keep drivers from

shifting into too low or too high a gear after the system disengages from coasting.



Roadshow discovered the Toyota patent for a "Controller for vehicle and control method for vehicle." Translation: the technology allows for the engine to return to idle while coasting in a car equipped

The Saab Heritage Car Museum USA

Oh, deer!

By Jerry Danner

Recently Bruce Harbison, Bob Buck, Phil Drury and I headed to Sturgis, South Dakota, to pick up Tom Donney's 1999 Viggen that hit a deer while being transported to Sturgis during the Sturgis Stampede. I volunteered my time, shop, staff and the volunteers from the Rocky Mountain Saab Club, and all the parts to fix it back to 100% pre-loss condition at no charge to the Saab Heritage Car Museum USA. I have every part to fix this and have an excellent collision center to make it happen. I have an abundant amount of parts, that are rust-free, to install. Colorado has no rusted parts. I will rally our Rocky Mountain Saab Club members. Least I can do for the Museum!



All photographs by the author.

The trip to Denver from Sturgis was uneventful except for the return through Cheyenne, WY. 10 Semi trailers were blown over during a high wind advisory. Not us!

The accident with a deer was what I call a soft hit. Bent a bunch of metal; however, no frame or inner structure damage is evident. Today I removed all the damaged parts. I have all the replacement parts assembled to install after the car is painted. I trimmed out a radiator support from a 2000 9-3. I am in the process of sanding and prepping for paint. I am also transferring the original ID plate on the radiator support along with the VIN # plate.

The front bumper was undamaged from the impact. The deer did us a huge favor by not damaging the top of the bumper. There is a texture that is almost impossible to duplicate on the top that is Viggen-specific. Like all Viggen bumpers, the lower under areas take a beating and this one did, too. I



have two core Viggen bumper covers with damage that I will piece together to make this bumper whole.

3M part #08239 TPO Plastic Part Repair will be used. Surface needs to be sanded and clean, and prior to use there is a adhesion promoter you wipe on to slightly soften the plastic to insure maximum adhesion. It has a one-minute work time. While mixing and installing, wire screen door mesh will be installed



The Saab Heritage Car Museum USA Contd

in two layers over the seams to insure strength. It is like rebar in concrete.

The bumper has been repaired previously, because four coats of paint are evident. Typical Viggen bumper. The lower right-side lip was missing due to a curb hit and the lower left side was split. I had a second core Viggen front bumper with damage to the top that I used for the lower repair pieces. The replacement piece was wounded also, so I spliced the broken area prior to fitting the splice.

Once the insert panel was securely attached, I put an emulsion mixing tube on the kit and with the help of from Phil Drury, I will put a heavy coat and reinforcement over the remaining splice seams from the back side and it will probably be stronger than the original cover.

From the outside it still looks rough. Once I get the back secure then we will work in the front cosmetics. 3M also makes a two-part plastic filler, two-part epoxy kit that, when hardened, is sandable. Once we start doing this it will start to look like a real Viggen bumper cover.



Next came spot weld removal and trial fit. The radiator support, like all panels, is assembled with spot welds. If a collision happens, to replace the panel the spot welds need to be removed. A special drill bit is used where there is a tiny centering bit to keep the bit centered with a flat cutting edge with a cleanup outer edge to make a clean cut. This is made only to remove the top panel metal being removed. When removing, you need to find the center of the spot weld, slowly start the centering and drill only the depth to remove the weld so the top panel pops off. When you remove a used panel from a car, you need to drill the same way by drilling out the welds and save the used panel. One thing that I have found is because of robotics used in assembling, almost all the spot welds



are in the exactly the same position. When replacing and welding on the new panel, you do a plug weld filling the hole from the center out to the replacement panel.

I always do a trial fit to make sure headlights, bumper, hood and grille align perfectly to insure headlight/hood /grille & fender gap is perfect. So far so good.

After the trial fit I will then remove the radiator support and paint it prior to installation. It is impossible to paint after installation. You still need to plug the welds after paint so you will have a little paint burning deep down; however with a detail spray paint gun you can make it look perfect. Also, you don't see the welds after everything is installed.

Painting the radiator saddle and prepping two fenders were the next topics. Tom Jansen, one of our Rocky Mountain Saab Club members, gave me a hand for a couple of hours. We are replacing the right fender where the deer damaged it. I picked a very clean, original-paint used fender. Tom sanded the fender with a DA sander with 220 grit sandpaper to remove minor imperfections like rock chips. Then Tom hand-sanded the fender with soapy water and red ScotchBrite (coarse plastic scouring pad) to get all the gloss off the fender edges and jambs. Now it is ready to get primed.

The left fender was untouched. I removed the fender to prepare it to accept a blend so the hood (which will be painted) and the fender (which will be blended) will make the completed refinish undetectable.

The Deer Danner article will continue in the next issue of NINES!

Saab Services and Discounts

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

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

Deadlines for submissions to NINES are:

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

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

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1729 Lynnville Trail
Austin, TX 78727

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Electric Sonett

A Sonett with sizzle.

By Edward Todd

I purchased Sonett #1256 in the spring of 1996. It had been sitting in Anchorage for a number of years and with a little work it became a runner. With various interruptions for mechanical work (like a transmission overhaul) it has been my daily driver up to 3 years ago when it was showing enough rust issues to warrant a major restoration. So I stripped it down mechanically but left the body. I found a lot more issues than I had previously thought. Our northern climate is not kind to older vehicles, but it was a great snow car and it had never left me stranded. The car was worth saving so I dove into the metal work and it became whole and



Major surgery. All photographs by the author.

rust-free again. Having a parts car for a replacement front corner of the frame really helped.

Prior to starting this project I had occasionally looked into electric conversions. It was an intriguing idea but not very practical for someone living at the "end of the road" in Homer, Alaska. The development of the internet has changed all that and information

and parts sources are now readily available. What really tipped me was finding Eric Kriss's "Electric Sonett" booklet and website of photos.



Starting the fiberglass work.

Eric's input and drawings were a huge help in doing this conversion. There is so much information out there now that a project like this is something that anyone with a little interest and basic knowledge could do with some coaching. You do not need to be an electrical engineer, but I did have one handy to ask questions of and to hold my hand at times. So in early 2016 I decided that the electric conversion was where I was going to go with this car. Since the new installation would not need the hood bulge for the old V4 motor it would be a good time to tidy up the body. So I cut out the bulge and front turn light areas and with a little glass work made what I think are some positive changes to the "look." I also closed up all of the side and tail light holes with the idea of using all new LED fixtures. I ended up with a functional hood scoop for cooling the motor controller.

Parts were ordered from a couple of different suppliers. There are many out there now as well as shops that will do it all for you. But where is the challenge in that? The motor is a HPEVS AC-50 8" 3 phase unit with a Curtis 1238 Controller. Power comes from 38 (100 Amp) LiFePo4 batteries that make up a 130V pack. A custom-machined adapter was made to mount the motor to the existing transaxle and allowed for the stock clutch to be used since occasional shifting would be desired. All major components were then installed and positioning confirmed. 18 batteries went in the front alongside the motor and the remaining 20 in the rear in place of the fuel tank, spare tire and original battery.

Electric Sonett continues on page 32.

NEVS News

NEVS

NEVS, a leading Swedish electric vehicle manufacturer, takes another step towards autonomous drive, by using Phantom Auto's teleoperation safety technology to ensure safe deployment of electric autonomous vehicles.

NEVS (formerly Saab Automobile) and Phantom Auto, the leading provider of teleoperation safety technology for autonomous vehicles (AVs), are collaborating to ensure the optimally safe and efficient deployment of NEVS' electric AVs throughout the world.

Phantom Auto, based in Silicon Valley, California, USA, enables a remote human operator to drive an AV when it encounters a scenario which the AV cannot handle on its own, enabling the safe and rapid deployment of AVs. NEVS is shaping mobility for a more sustainable future with its global portfolio of electric AVs. Working together, NEVS and Phantom Auto are setting the bar for safety in AV deployments.

Stefan Tilk, CEO of NEVS, said: "Our AVs must be able to drive from any point A to any point B, which means driving through all edge cases they experience on the road, such as inclement weather, road work, and any other road obstructions."

Tilk continued: "Phantom Auto's teleoperation safety technology ensures that passengers in our vehicles can safely and efficiently drive through any edge case, and that's why I am excited and proud to call them NEVS' partner."

Shai Magzimof, CEO of Phantom Auto, said: "It is vitally important that lifesaving AVs get deployed rapidly and at scale, but it is imperative that they are deployed in an optimally safe manner. By using Phantom Auto's teleoperation safety technology, NEVS' electric AVs will have a remote operator in the loop who can take over control if necessary, thus ensuring the safest possible experience for passengers in their vehicles."

Magzimof continued: "We are honored to work with an electric AV manufacturer like NEVS, a true leader in sustainable mobility which shares our vision for AV safety."

About NEVS

Founded in 2012 after acquiring the assets of Saab Automobile AB, NEVS seeks to shape mobility for a

more sustainable future through a global portfolio of fully electric premium vehicles, mobility solutions, and sustainable city offerings. NEVS' head office and main research and development facilities are located in Trollhättan, Sweden.

NEVS plans to deploy electric autonomous vehicles in the early 2020s, both in the EU and China. The company is now preparing for large volume production of the NEVS 9-3 EV in its new production plant in Tianjin, China, by the end of 2018. The company will also soon establish another production plant and innovation center in Shanghai, China.

NEVS is the first joint venture company with investors from outside China that has been granted a New Energy Passenger Vehicle Project investment approval by the Chinese government.

In October 2017, NEVS and DiDi Chuxing, the world's leading mobile transportation platform, formed a strategic partnership and finalized a number of steps towards an extensive cooperation. In April 2018, DiDi Chuxing, NEVS, and other companies collectively founded the "D-Alliance". The alliance will build up a new ecosystem of automotive operations, promote car sharing, and drive forward the transformation of automotive industry towards smart mobility and new energy together.

Phantom Auto offers a teleoperation-as-a-service safety solution for all autonomous vehicles that includes low latency vehicle communication software, an API for real-time assistance and guidance, and a remote operator service.



NEVS News continues on page 30.

NEVS News Cont'd

NEVS, DiDi and several other companies from the automotive industry met up in Beijing on 24th April. They collectively founded the "D-Alliance". The alliance will build up a new ecosystem of automotive operations, promote car sharing and drive forward the transformation of automotive industry towards smart mobility and new energy together.

NEVS's chairman Kai Johan Jiang and CEO Stefan Tilk participated in the conference. This is another concrete step by NEVS and DiDi to move forward the development of new energy car sharing ecosystem together, since the cooperation agreement was signed in October 2017, in the presence of the Swedish Prime Minister, Stefan Löfven.

D-Alliance will become a provider of integrated transportation services combining auto leasing and sales, auto finance, auto service, fleet operation and car-sharing solutions in China and beyond.

The Alliance will work with EV partners to promote the adoption of new energy vehicles into the shared transportation scenario. NEVS as an important player in the alliance will drive towards the realization of smart mobility together with all partners.

Kai Johan Jiang, chairman of NEVS, said: "New energy, intelligence and sharing are the trends for future mobility. NEVS is dedicated to shape mobility for a more sustainable future". In March, in presence of the Swedish Prime Minister Stefan Löfven, an important agreement was signed by NEVS and Chinese Investment firm GSR Capital, whereby GSR will invest 500 MUSD (about 4 BSEK) in NEVS.

At the same time, GSR unveiled plans to start production of EV batteries on NEVS premises in Trollhättan.

NEVS and GSR have been in discussions on cooperation for a long time. On Wednesday, these common plans were confirmed by a formal signing at a ceremony at NEVS in Trollhättan.

GSR Capital has recently invested money in NEVS. Now GSR confirm the interest by investing heavily in NEVS. According to the contract signed on Wednesday, GSR will invest 500 MUSD.

The investments will be made as a convertible loan that might be converted to shares in NEVS AB.

"This means a lot for our company. We have been looking for a long term partner and GSR Capital is a very good match, in many ways", says Stefan Tilk, President and CEO at NEVS.



From the press conference in April.

"GSR will not only give us a financial injection, the company is also very much involved in Electric Vehicles and the business around EVs, which makes this match even better", he adds.

One example is the announcement made at the same press conference: GSR Capital has plans to establish production of batteries for electric vehicles in Trollhättan.

The EV batteries produced in Trollhättan will be aimed for NEVS vehicles but also for other actors in Sweden.

"NEVS fulfills all the requirements; perfect location, good supply of electrical power, close to the river, roads and trains, and we are situated in the industrial heart of Sweden, with NEVS, Volvo and many other companies in the automotive industry. Within NEVS premises there is also access to land to build the factory", Stefan Tilk states.

NEVS News Cont'd

In October 2017, NEVS signed an agreement on cooperation with DiDi Chuxing, China's ride hailing giant.

Already in December 2012, GSR decided to invest in DiDi Chuxing whereby GSR became DiDi's first institutional investor.

"Our relations with DiDi Chuxing have been important in the discussions with GSR and in finalizing this deal", says Kai Johan Jiang, main owner of NEVS.

GSR Capital focuses on electric vehicles, clean energy, modern agriculture, biotechnology, wireless solutions areas and internet finance.

"With GSR's investments, NEVS will be able to take further important steps towards the green goal with sustainable mobility solutions of the future", Kai Johan Jiang concludes.

GSR was founded in 2004 (by Sonny Wu and Richard Lim). Today, "GSR Ventures", "GSR United Capital" and "GSR Capital" are three independent yet complementary teams.

The spirit of "Golden Sand River" is that of a magical river, eternally flowing towards the Yangtze River symbolize GSR's firm commitment towards "innovation" and "investing to building future industries" to serve the world.

Over the past decade, GSR has invested in game changing companies like: Lattice Power, Didi Chuxing, Xindayang EV, Silevo Solar and many more innovative enterprises.

In electric vehicles area, GSR Capital has invested in the following companies: Fisker, Boston Power, ICONIQ, IAT, Protean and NEVS.

GSR capital is very much involved in production of EV batteries:

On February 25, Turkey's Zorlu Holding signed an agreement with GSR Capital for investments in battery production totaling \$4.5 billion until 2023.

In August 2017, Nissan sold its electric battery business and production facilities to GSR Capital. The sale and purchase agreement covered Nissan's battery subsidiary, Automotive Energy Supply Corporation (AES), as well as battery manufacturing operations in Smyrna, Tennessee, owned by Nissan North America Inc. (NNA), and in Sunderland, England, owned by Nissan Motor Manufacturing



Agreement signing with DiDi Chuxing.

(U.K.) Ltd. (NMUK). Assets sold to GSR also included part of Nissan's Japanese battery development and production engineering operations located in Oppama, Atsugi and Zama. This transaction is subject to CIFUS approval.

GSR Capital has offices in Beijing, Hong Kong and Silicon Valley, Beijing Office.

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

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

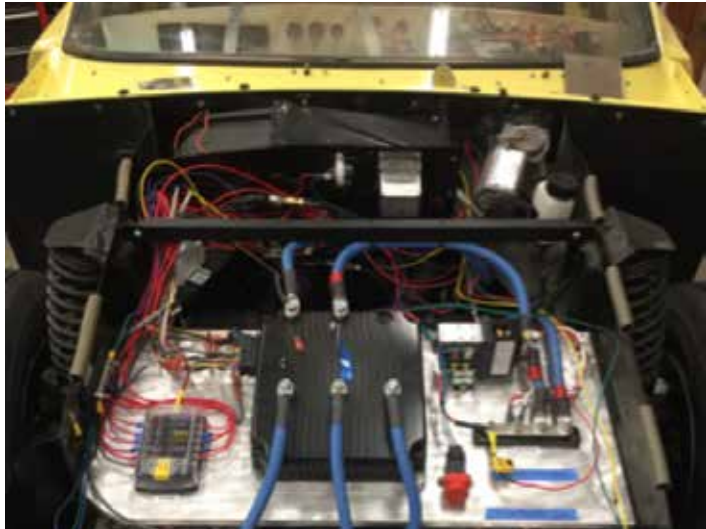
NEVS' head office and main research and development facilities are located in Trollhättan, Sweden, with a second production plant and an R&D Centre under construction in Tianjin, China.

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

Electric Sonett Contd



Motor with assembled spacer, adapter and clutch in place. I still needed to make a front motor mount.



Motor in position with front battery trays fabricated.

At this point with all of the heavy lifting done I adjourned for another shoulder surgery and returned to the electrical phase of the project in the spring. Thanks to Eric and the manufacturers of the major components, I had some very good schematics for both the high-voltage system and the 12V system.

The whole old existing 12 V wire harness had been removed when the decision had been made to do the conversion so I elected to remove the existing molded fiberglass dash in order to solve its accessibility issues. I used an old dash from a previous Sonett 164 project as a template and made a new wood dash with a removable top made from aircraft skin aluminum. Now I could position my new gauges and have decent accessibility. It would have been even better if I had taken the windshield out. All wiring was done from scratch and ended up much cleaner than if I had tried to adapt the existing harness.



Rear batteries, high voltage charger, DC step down converter to make 12V, aux 12V battery, and air supply for horn. Wiring near completion.

In April 2017 after a few minor startup issues it moved under its own power. I have now driven the car a little over 400 miles (650 km) and it has been trouble free and completely reliable. My estimated range is 60 miles (96.5 km) but I have not tried to see how far it will really go. It is a perfect going-to-town car with a usual round trip of 15-25 miles (24-40 km). And less than half the battery used. My first five miles is all downhill so I get to town with a full charge due to the regen capability. It drives mostly in 4th gear and will easily do a standing start in 4th. I use 3rd for stop and go in town and 2nd on a rough gravel road, so it is nice to have the ranges. The motor with its regen capability does provide good "engine" breaking going down our hill. Much better than the 2 stroke Sonett did.... One of the dash multi gauges shows pack voltage and Amp-Hours used so you know exactly what you have used at any point.

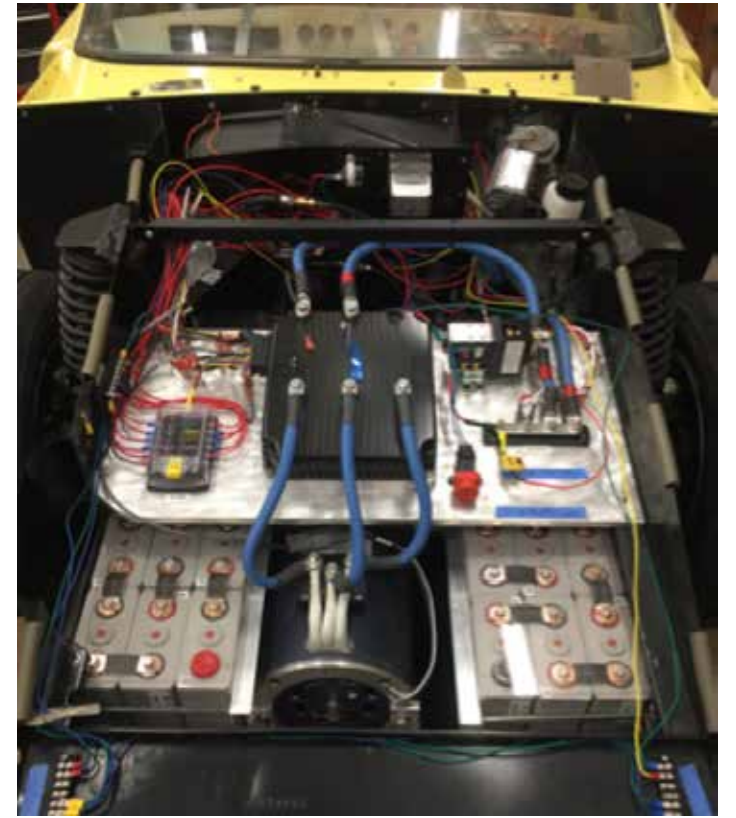


Electric Sonett Contd

The heater coil was replaced with an electric resistance unit that fit in its place with an adapter plate. The stock blower was used as well as some of the controls. I recently made the hot air tubing and through the dash fittings. All is installed now in the vinyl-covered dash top and works. The windshield wiper mechanism was rebuilt at the same time. Now I should have a year-around driver again.

I used this project to develop my CAD and 3D printing skills and made a lot of one-off parts out of NylonX (a black carbon-impregnated nylon filament). It made for a much cleaner and cooler look than doing some things out of metal and others that I could not have done at all. Such as the wheel centers.

All I have left to finish is the interior vinyl around the rear of the car. This has been a very satisfying project and I certainly have learned a lot about electric conversions. I am now considering doing another one - a 1970 Meyers Manx dune buggy. If you have questions please feel free to contact me at: etodd49@gmail.com.



Front end wiring mostly complete.



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SCNA News

President's Letter



Being President of SCNA definitely has some perks, like the opportunity to see and sometimes buy some of the nicest Saab vehicles in the country. I am lucky enough to personally own some of the most well-preserved examples of Saab engineering and style. I have told you about my 1982 900 Turbo in previous letters, so this time I would like to tell you about my 9000.

Last summer, after our convention in Pomona, some board members and Saab friends were invited to the nearby Palm Desert home of Jeremy Morrissey, who has a collection of some of the nicest Saab's in the area. While we were at his home, he showed us a little 9000 S that he had saved from the junkyard as it was turned in to the auction with some minor mechanical issues. Both the interior and exterior reflected the fact that this car had spent its entire life garaged in Northern California. The paint was a bit scratched but still shined nicely in the hot desert sun. The interior looked and smelled as new, with hardly a crack in the leather seats or dashboard.

The 9000 went through a number of changes throughout the model run, and the 1990 S model marked a significant chapter in its life span. 1990 S model 9000's received a 16V 2.3L non-turbo motor for the first time, and this was the first motor using infamous DI Cassette. While many of us have learned always to carry an extra DIC in the trunk of their Saab, this technology, like many pioneered by Saab, was ahead of its time and was the forebearer to engineering that exists in almost all new cars today. This particular S model also boasts a manual transmission, dual powered leather seats, and a glass moonroof. It was also the final year for the flat nose front end, and of course the original "three-window" hatch back glass that defined the first generation of the model.

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Photographs by the author.

This past fall, I was lucky enough to purchase this beautiful car and store it in my father's home in Palm Springs, CA. My father kept it safely garaged and warmed up through the winter months, and this past April it came time to move the car from California to its new temporary home in Denver, Colorado. While I hated to take the car out of California, I was also excited to take one of my first extended drives in a 9000. What was it about this model that causes some of our favorite Saab experts to exclaim that it was Saab's finest car, despite having the key on the steering column.

My adventure started in San Diego, where I flew in and was able to take an Uber directly to the home of fellow SCNA member and friend Alan Izzo who had picked up the car from the wonderful hands of J & B

President's Letter continues on page 37.

Rare and For Sale

Interested in owning a piece of Saab history?

By Kevin Smith

The Barber Saab Pro Series was a one-make, may-the-best-driver-win racing series that ran throughout North America starting with the 1986 season through the end of the 1994 season when Saab-Scania of America, Inc. exited the series. Saab-Scania of America, Inc. bought two of the 40+ Barber Saab Pro Series race cars that had been built by Mondiale Cars from Skip Barber when they left the series.

They bought VIN#045, a complete car in ready-to-run condition, and VIN #003 (mine), a car that had been raced through several seasons and then turned into a "roller" show car for promotional displays. Robbie Buhl convinced the series to sell him his winning car after his 1989 Championship season. These three Barber Saab Pro Series cars are the only known "survivors" as the remaining 30-40 cars were converted to run Dodge V-6 engines for the Barber Dodge Pro Series that ran in the 1995-1997 seasons and then all the cars were sold to a driving school in Mexico.

When last I spoke with Robbie Buhl he still owned his car. VIN #045 was sold out of the Saab collection during their bankruptcy to a well-known Saab collector/restorer in the mid-Atlantic area. VIN #003 is the car I bought from Saab Cars USA, Inc. when I was the Director of Communications there as GM was in the process of moving Saab's US Headquarters from the Atlanta, GA area to Detroit in 2004. The Barber Saab Pro Series car is a tube-frame constructed Mondiale chassis with a Saab 2.0-liter, 4-cylinder, 16-valve, turbocharged engine producing approx. 225HP transmitted through a Hewland gearbox. Being a one-make series, the powertrains were well UNDER-stressed and known to last for 3+ seasons as raced without any failures. This car would make for an excellent, very durable and economical to run, while also historically significant and extremely rare vintage racing car.

This car competed in the Barber Saab Pro Series for several years starting in the first season in 1986. It was turned into a "roller" show car used to promote the racing series during the last couple seasons of the series. The chassis of all Barber Saab Pro Series cars were constructed by Mondiale Cars out of Ireland while many ancillary components like the front and rear wing structures, etc. were fabricated for Mondiale by SPA in England. A great overview of the Barber Saab Pro Series, the many great drivers that started their pro driving careers in it, and the champions of

each year of the series can be found on Wikipedia at https://en.wikipedia.org/wiki/Barber_Pro_Series.

You could own this piece of Saab racing history.

Price: \$25,000 OBO

Kevin Smith
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A HANDFUL OF PROFESSIONAL RACE DRIVERS WILL COMPETE IN CARS POWERED BY THE 1987 SAAB TURBO ENGINE. THOUSANDS OF DRIVERS WILL GET TO GO TO WORK IN THEM.

Last year, Skip Barber created the Barber Saab Pro Racing Series as a stepping-stone for talented drivers on their way to Formula 1 or CART competition. All of the race cars in this series are powered by Saab's 16-valve turbocharged engine. It's the same engine as the one we sell in the Saab 900 Turbo and 900 Turbo.

Even if you aren't on your way to becoming a top professional driver, you can share the driving excitement of the Saab Turbo. Test drive one soon.



SCNA News Cont'd



Imports in Orange County. I jumped in and drove the two-hour drive to Palm Springs without a hitch. The next day, we checked the fluids and tires, gave it a good wash, and filled up the tank for the long journey to Denver.

Although I was on a bit of a time crunch, I wanted to enjoy the ride so I decided to start off driving through Joshua Tree National Park. This route ended up being an ideal way to avoid the Coachella traffic that was clogging up any road heading west out of Palm Springs. The drive through Joshua Tree was breathtaking, and I was able to cut up and stay on secondary highways for almost the entire trip to Las Vegas. It was fun being the only car on a long, straight road with clear, sunny skies and a pleasant breeze. Once I arrived in Vegas, I met another good Saab friend and club member Saunders Lee for dinner and a short insiders tour of Las Vegas. I was nervous to allow the car to be valet parked at one of the casinos we stopped at, but Saunders reminded me that it was OK since it doesn't have the reverse lockout that has confused many a valet driver and ruined more than one C900 over the years. After my tour, I pushed on to stay in Mesquite, NV for the night.

The next morning, I left for the long 12 hour stretch to Denver. While I was comfortable in shorts



and flip flops, I noticed that there seemed to be some light snow as I began to head north towards I-70 across Utah. As a Boston native, I am not used to the temperature changes that come with higher altitude areas. Short of Mt Washington, you don't often experience major temperature changes when driving around the New England area. As my 9000 continued to barrel along happily with the cruise control set at about 78 mph for hours on end, I began to worry about the weather since I could clearly see dark clouds ahead. After spending the past twenty-eight years away from snow, and even rain for the most part, this little 9000 was about to be put through its paces getting over the Rocky Mountains before arriving safely in Denver.

As the altitude rose, the snow began to get worse. I remember seeing signs for Vail and noticed the temperature display on the dashboard had gone from the 70's down into the teens. The windshield washers promptly froze up, and my unsuspecting California windshield wipers were suddenly being put to work! I could hardly see anything, and as I slowed down and downshifted to 3rd to keep moving up the mountain, I finally saw the glow of taillights in front of me. I kept two hands on the wheel, and the car felt planted on the road although I could see other cars spun out and stopped in both the left and right shoulder. The 9000 soldiered on, and I finally saw the entrance to the Eisenhower Tunnel through the salt-covered windshield.

Thankfully, once we emerged from the tunnel, the snow wasn't quite as bad. The roads were covered, but the wind was light and the sun started peeking out from behind the clouds. As I continued down the mountain into the greater Denver area, I almost needed to switch on the A/C! I was so grateful for a safe arrival, and so impressed by the performance of the 9000, even with its naturally aspirated engine.

That next morning, I promptly washed the snow residue off the car, cleaned and vacuumed it, and went down to Mile-Hi to visit Jerry Danner and show him Denver's newest Saab resident. Jerry helped me with a few minor tweaks, including resetting the air bag light with an ancient early 9000-only SRS computer.

I hope to have the 9000 at the convention in Solomons, MD this August 9-12, which should give many of you yet another reason to come out, enjoy the fun and view some amazing Saabs.

Respectfully,

Sanford Bogage
President, SCNA

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:

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Autos for Sale

2011 9-5 Aero AWD.

Color: Silver Trans: Automatic Mileage: 29,500 Price: \$24,500. Rare model, fully loaded, excellent condition, low miles, always garaged 1 owner Arizona car. Heads Up Display, Navigation, OEM optional rear spoiler. Private sale, no Arizona sales tax or fees are applicable. No dents, dings, or scratches. Contact: Joe Ritz, Tempe, AZ. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=17112081051jritz> Phone: 602-228-8054.

2009 9-7X Aero.

Color: Carbon Flash - Trans: Automatic - Mileage: 95,762 - Price: \$18,995. Local 1 Owner Unit. Only 112 of the Trailblazer SS clones were produced by Saab, this is one of only 91 that were produced in Carbon Flash. Very well preserved. New tires all around. All serviced. All options. Very clean, Very well maintained. All original miles. Unit is 100% and ready to enjoy. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6267eBay> auction: <https://www.ebay.com/itm/112943181145> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-7X.html#18041651451jseib> Contact: John Seibel, Valencia, PA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18041651451jseib> Phone: 724-991-7411.

2008 9-3 Aero.

Color: Jet Black Metallic - Trans: Manual - Mileage: 131,251 - Price: \$8,000. Beautiful 2008 9-3 Aero. V6 Turbo paired with a 6 speed manual transmission. FRONT WHEEL DRIVE - Not a xwd car. Jet Black Metallic with Parchment two tone Aero interior. Professionally gone through. New wheel bearings. New starter and solenoid wire. New water pump kit. New coolant reservoir kit with hoses. New brake booster vacuum pipe. New spark plugs. New brakes and rotors all around. New rear caliper driver side. New outer sway bar links. New fog light bulbs. New battery. All fresh fluids. 19" Niche Targa wheels with brand new high performance tires (pictured). 17" 2008 wheels with 4 brand new tires go with car. No accidents. No paint work. No rust. Beautiful car that only needs a new owner. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#18060226551mjohn> Contact: Matt Johnson, Acton MA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18060226551mjohn> Phone: 978-423-1313.

2001 9-3 Vigen 2.3 Turbo.

Color: Black - Trans: Manual - Mileage: 152,771 - Price: \$4,500 OBO. #2 Vigen in the People's Choice awards at the SOC in Pomona 2017. I'm the fourth owner and J&B Imports maintained the car since I acquired it in 2010. One of 285 Vigen 5-doors imported to USA in 2001. Rescue Kit added in 2010: steering rack brace 6 point and clamp kit, along with strut brace (both by Taliaferro). New clutch at 152,189 miles. All

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

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maintenance up to date and records since 2010. Non-smoker's car. Previous owner added Zinik wheels. Included in the sale is a spare Direct Ignition. She's reliable, really fast when punched, a lot of fun, but it's time she had a new owner to appreciate her. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#18020130251rmcna> Contact: Robert McNamara, Irvine, CA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18020130251rmcna> Phone: 949-246-1026.

1993 900 Turbo Convertible.

Color: Blue - Trans: Manual - Mileage: 100,900 - Price: \$15,000. Blue exterior with gray interior. Five Speed Manual. New transmission and brakes. Completely updated and refreshed for Spring 2018 season. I am the second owner, I purchased the car at 50,000 miles in 2008. Driven mostly during the summer in Virginia and Rhode Island. Always maintained by Saab mechanics. New Blue Top. Leather seat. Some wear on the driver's seat, passenger seat and back seat. Runs very well and is extremely dependable. Body is in good condition, some blemishes, but mostly in good shape. Turbo is strong with classic Saab style and exhaust sound. Clarion Stereo with Sirius Satellite radio, CD player, Navigation, DVD (wired to play while driving). AS IS. Serious inquiries only. Free CarFax report: <http://www.saabnet.com/tsn/class/CF18040777351rmath.pdf> More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6261>

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1992 9000 Turbo.

Color: Red - Trans: Manual - Mileage: 158,900 - Price: \$5500 OBO One owner, garage kept, fast car. Serviced only by Saab expert mechanics. Regular maintenance, body in great condition. Maintenance records available. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9000.html#18042052451lform> Contact: Linda Forman, Skokie, IL. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18042052451lform> Phone: 847-558-5500.

Parts and Miscellaneous

Books and Service Manuals.

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

DVDs for Sale!

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

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

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

4) The history of the car that came before the Saab Sonett, recorded at the 2000 Saab Owners' Convention. This 45-minute video had been unavailable due to the massive amount of background bass hum that was present in the audio. My Mac seems to have removed most of it, so now the audio commentary is intelligible. Hosted by Dave Hosmer, the video also features Ralph Millet (Saab's first president in the U.S.) and Bud Clark. Just \$30.00! Send check or money order, made out to "SB Productions LLC" to: Seth D. Bengelsdorf 1729 Lynnville Trail Austin, TX 78727

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