

Nines

The Saab Club of North America Magazine

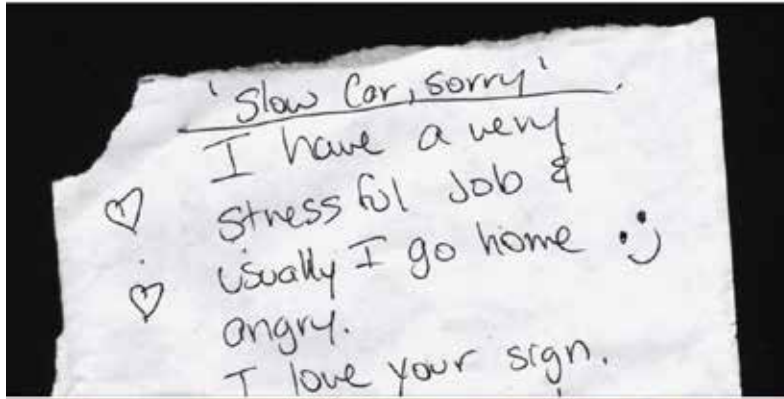




David Grimshaw ▸ SAAB Fans of Texas

June 26 at 10:57 PM · 📷

Somebody left a note on my windshield today. Glad my goofy old car made their day.



David Grimshaw gave us the OK to reprint this Facebook item regarding the cautionary window sticker on his lovely 95. Thanks, David!



👍👍👍 You, Daniel Cahill, Jeff Hagerlin and 34 others

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Contents

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Editor's Notes:


The Saab Owners' Convention 2018 is history, and also covered in this issue. Coverage starts on page 10. As for the cover photo, who hasn't taken a picture of a cool vanity plate? Well, okay.....maybe everyone hasn't. CarolAnn Pampuch says she "started taking pictures of vanity plates at various Saab events like Carlisle and Saab Owners' Conventions a few years ago with the intention of making a collage to hang on the wall. As my phone filled with pictures it was time to print them out and start my project. After doing so, I realized that I didn't have as many as I thought, so I reached out to all of you Saab lovers. I posted a request on a couple Saab Facebook pages and the response was overwhelming! Not sure how many pictures people shared but one Facebook page had over 125 comments of a Saab related vanity tag. I did my best to save each one to my phone and then print them out. I also stalked Facebook

Editor's Notes continues on page 5.

New Book Release

Bil

A car guy's 25 year journey with Saab



William "Bil" Walters

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



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Welcome to the Club!

Enclosed is my \$40 new membership check. I am the proud owner of a 2003 Saab 9-3 Arc.

I look forward to being a member of your club!

Nancy Jordan
Newington, CT

Welcome Back!

I took *NINES* back in the late 1980s and 90s - so, not sure if this now a new subscription. I have a 1986 rusted out 900S 16 valve with 350,000 miles on the clock. It is parked. 2 door with trunk!

I have a rust free 1985 900S with 170,000 on the clock - bought from original owner who bought it in London. 3 door with hatch.

Jamie Swanson
Janesville, WI

Indian Motorcycle of Fort... SPONSORED ***



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Yesterday is not ours to recover,
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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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and when I came across a picture of a Saab, zoomed in to see if it had a vanity plate and if it did I saved it to my phone! After several hours of cutting the pictures, sorting by state, pasting them to a 24" x 36" poster board, it was finally complete.

Scanned, printed and available for purchase with all profits going to the Saab Heritage Car Museum USA in Sturgis, SD."

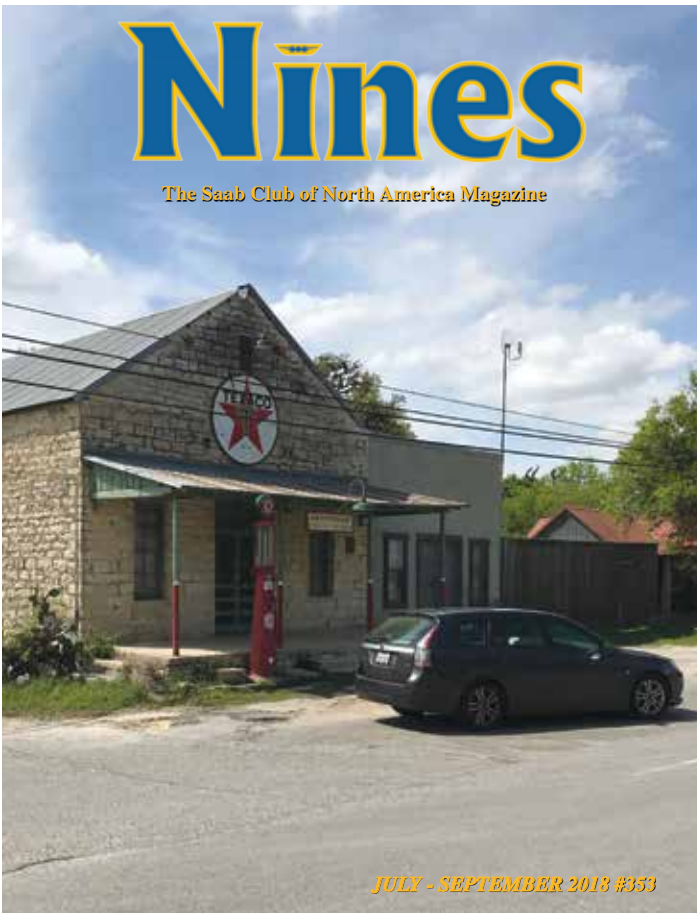
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Does the photo location for the Facebook motorcycle ad on the left look somewhat familiar to the last issue of NINES (above)? On the right, more of a Swedish look from a publicity shot for the 99.



We erred in the last issue by not mentioning the fine photography of Ryan Engler in the recent Carlise article. Thanks, Ryan! - ed.



From the Archives

By Bruce Harbison

This edition of NINES is reporting about the recent SOC in Solomons, MD, whose theme was "10 Years of XWD" so I thought it appropriate to relate an article from issue #298, March/April 2009. The article appeared in the Saab News section and also describes the 2009 9-5 Saab Griffin Edition. The editor was Seth D. Bengelsdorf.

At the Geneva motor show in March, Saab will introduce the 9-3X—a new addition to the 9-3 range, which will be available in the 2010 model year. Designed for people with active lifestyles who don't want a large Crossover or SUV, the sporty 9-3X is scheduled to make its American debut at the New York Auto Show in April.

The Saab 9-3X is a rugged all-round car designed to take active individualists to the start of their adventure. With distinctive looks, a versatile SportCombi body, higher stance, and advanced all-wheel drive technology, the 9-3X offers fuel efficiency and functional storage without limiting the kinds of roads that need to be driven.

In the 9-3X, the acclaimed Saab Cross Wheel Drive (XWD) system—which made its debut in the Turbo X limited edition model last year—will be combined with the fuel efficient 2.0-liter turbocharged four-cylinder gasoline engine.

Saab designers raised the chassis of the two-wheel drive 9-3 SportCombi 35 mm (1.4 inches) higher, so the 9-3X can handle a rugged driving terrain. It is specifically designed for those who frequently hit gravel or unpaved roads, without compromising the driving experience on asphalt.

The Saab 9-3X is a car in tune with the less-is-more needs of today's customers. 'The 9-3X is an efficient all-rounder for anyone who doesn't want or need an SUV-type vehicle,' says Simon Padian, Saab Brand Design Chief. "Simply put, we are offering a trekking shoe that will do what's required in more comfort and style than a heavier mountaineering boot."

New front and rear bumpers feature a dark gray, grained finish that is also applied to the side sills and the edges of the wheel arches as a protective covering when the terrain becomes loose or muddy. This treatment is complemented by skid panels with a matte aluminum finish, curving up towards the door opening at the rear and adopting a wing form in the lip of the lower front bumper. These are matched by matte, aluminum-colored lower door decor strips. Roof rails and visible, twin round exhaust tailpipes are standard. Front fog lights ringed with a chrome finish

add yet another bold accent, and the addition of newly designed, multi-spoke 17-inch alloy wheels.

At the heart of the 9-3X is Saab's cutting-edge XW system. It is an intelligent, active system that continuously distributes engine drive torque between the front and rear axles as required for optimum stability and grip in all conditions.

The 9-3X will come to the U.S. with Saab's hallmark 2.0-liter gasoline turbocharged four-cylinder powertrain, offering 210horsepower. Complementing the sporty exterior styling, the engine is mated with a six-speed manual or automatic transmission.

The rear cargo area, with a low floor, is surprisingly spacious and well-proportioned. The compact design of the rear suspension allows a deep box-like space, free from intrusions, offering a useful rear seat up/down volume of 29.7/72.3 cubic feet.

The 60/40 split rear seat-back incorporates a ski-hatch and folds down without any need to move the fixed seat cushion. The fold-down front passenger seat-back also makes it possible to carry items that are as long as 8 feet.

The fully carpeted rear load space is illuminated by two interior lights mounted on the inside of the D-pillars. It is accessed by a lightly-weighted tailgate that opens down to bumper level, its damper rods completely hidden in the roof to allow a clear, uncluttered opening. The flush-fitted, black molded floor plate has been designed to stay scratch-free even in heavy use.

The TwinFloor stowage facility, too, helps keep luggage and equipment safe and tidy. The middle section of the floor hinges upwards transversely when the handle is pulled so that the front edge fits into two retaining slots. There is also a 12-volt power socket in the main load area (for a hot or cool box) and a separate storage compartment at either side of the floor, one fitted with a molded holder for large bottles.

The 9-3X is expected to arrive in Saab showrooms throughout the United States this fall (2009).

The editors at NADAguides .com, a leading vehicle pricing and information website based in Costa Mesa, California, have named the Saab 9-3 Aero SportCombi a "Top 5 Wagon." An important contributor to the award was the availability of Saab's "Cross-Wheel Drive" (XWD) system, new for the 2009 model year as standard equipment in the 9-3 Aero SportSedan and SportCombi and available on 2.0T models.

"When they say engineered from jets, they mean it," said Don Christy, president and CEO of NADAguides.

From the Archives Cont'd

com. "The 2009 Saab 9-3 Aero SportCombi is a great looking wagon with a laundry list of standard equipment. In this category, this is something special."

Developed in Sweden with Haldex of Stockholm



The guts of the Haldex system. Photograph by Seth D. Bengelsdorf.

Saab's "Cross-Wheel Drive" is a pre-emptive, active-on-demand system that is activated only when required, limiting the impact on fuel economy while giving the car a surefooted, dynamic feel that enthusiasts embrace. Saab's Cross-Wheel Drive system is designed to optimize vehicle handling and stability in all driving conditions.

"True to its Scandinavian origins, Saab has built a large part of its reputation on excellent road manners under demanding driving conditions like rain, sleet, and snow, said Steve Shannon, executive director, product and brand at Saab Automobile USA. "Our new Cross Wheel Drive technology, which delivers unprecedented levels of driver involvement and dynamic chassis control, further illustrates Saab's commitment to offering active safety in sporty, efficient, and driver-focused vehicles."

Saab Cross-Wheel Drive is a fully automatic, on-demand system capable of sending up to 100 percent of engine torque to the front or rear wheels whenever necessary. While offering drivers sure-footed handling in low-grip conditions, its sophisticated operation also adds a further sporty dimension to the driving experience in all road conditions.

The state-of-the-art, all-wheel drive system includes two innovative features: pre-emptive engagement of the rear wheels to optimize traction at take-off; and an electronically controlled rear limited-slip differential (eLSD) that allows variable torque transfer between the rear wheels. While the eLSD is standard on Aero

models; it is not available on the 9-3 2.0T.

In the luxurious 9-5 Griffin Edition, which made its premiere at the North American International Auto Show in Detroit in January, Saab offers levels of premium standard equipment that are unprecedented in the 62-year history of the Swedish car brand.

As underlined by its U.S. advertising tagline, "Born from Jets," Saab's illustrious aircraft heritage is part of its design philosophy that runs throughout its range of automobiles. With the vigor of its turbocharged engine and agile road manners, the Saab 9-5 Griffin Edition resonates with its aircraft namesake, the Gripen (Swedish for Griffin) - the first of the new generation of multi-role combat aircraft to enter into active service, developed by Saab Aircraft AB in Sweden.

"With the 9-5 Griffin Edition, Saab reaches a new altitude in terms of premium standard equipment and value," said Steve Shannon, executive director, marketing and product, Saab Automobile USA.

Available in four-door Sedan as well as five-door SportCombi models, all versions feature Saab's signature 2.3L, 260-horsepower (194kW) four-cylinder engine and can be matched to five-speed manual or automatic transmissions without extra charge. The exterior of the 9-5 Griffin shows influences from the recently updated Saab 9-3 family, such as the use of matte chrome for the front grill, as well as the frames around the Xenon headlamps. The Sedan has a rear spoiler on the trunk lid, while the SportCombi can be recognized by its roof spoiler and roof rails in matte chrome finish.

Unique five-spoke, 17-inch alloy wheels, plus Griffin badges on the front fenders adorn both body styles. In addition to Polar White, this special edition Saab 9-5 is available in six metallic colors, including Jet Black, Snow Silver, Nocturne Blue, Pepper Green, plus the new Carbon Grey and Glass Grey.

On the inside, every 9-5 Griffin shines with high-gloss interior trim, floor mats with grey piping, as well as the use of accent color stitching on the steering wheel, shift lever, and handbrake. This premium stitching also applies to the Aero-inspired leather-appointed sport seats. They are available in two two-tone variations: black with parchment inserts and parchment with black inserts. Additional standard equipment includes a rear parking assist system, plus heated outside mirrors that are not only power-adjustable and foldable, but also auto-dimming.

I hope that current drivers are still enjoying all the form, features and function of these innovative Saabs.



The Saab Heritage Car Museum USA

Oh, deer, part II

By Jerry Danner

The paint refinishing system I will be painting the Viggen with is SIKKENS brand Base Coat/Clear Coat. I already had a quart of Lightning Blue Paint code 270 mixed. We have a mixing bench that is able to make



Post deer starting point. All photographs by the author.

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!

The radiator saddle is much easier to paint while off. After a trial fitting, all saddle decals have been removed, the saddle was sanded thoroughly with 500G wet sandpaper and red Scotch Brite with soapy water. A primer sealer was first sprayed to cover the bare metal where the sandpaper sanded through the paint.

any color for any car from the manufactures paint code. After a 15 minute flash from the primer sealer the coats of base is then sprayed. You only want to spray enough to get a good solid color, usually two coats. Our paint booth has a temperature controlled environment which we spray the paint around 90 degrees. No matter how cold it is outside it is always 90 degrees inside the booth. After another 15 minute flash the clear is now ready to spray.

Base coat, when dry, has no gloss at all. Clear is now applied and this is where the gloss, depth and beauty comes from. Usually two coats will do for the saddle. The clear is catalyzed to harden. Two parts clear and one part hardener is the formula. Baked at 140 degrees for 20 minutes catalyzes and hardens the clear coat and it is ready to install. Usually you want to not rush the installation process and if you leave it set overnight then it is ready to install.

I have ordered and received every decal from ORIO. The one decal that took time to get was the 1999 emission decal. The decals will be the last thing to install prior to delivery of the finished Viggen.



.023 wire. Small wire gives more control. After the weld, grind off the top flush. Spray the welds with the Lightning Blue #270 and you will never see the welds. The lower welds are directly under the headlights which are almost impossible to see and the upper welds are under the fender which you will never see.

The deer took out the radiator and fan from the impact. The Viggen is now running and drives now that the fluids are filled.

I did a little work on the bumper, removing the bumper cover from the bumper frame and found a stowaway field mouse, which did not survive, that crawled into the bumper to make a home.

Next step was the final sand of the panels needing paint and to prime the freshly striped hood. Final sand of 500 grit wet sand with soap and water then pressure wash the panels inside and out to clear all dust that has accumulated over the years.

Five members from our Rocky Mountain Saab Club of Colorado helped the cause. Eric Johnson, Cameron Trussell and his father, Bob Buck and myself were present.

I decided to remove all panels needing painting and paint them individually. The panels can be easily painted inside and out. I removed the door because it is easier to paint off the car than to tape and mask the entire car for one door. It is so easy to remove the door. There will be no tape lines because the underneath and fender jambs will be painted at the same time. I will be hanging the hood and door on a rack that pivots to easily paint both sides at the same time.

Lightning Blue is a transparent color meaning this color build would take more than a couple of coats to get coverage. We use a test spray panel which is white with a black stripe. Each time you spray a coat on the panels, spray a coat on the test panel. Eventually the black stripe will disappear and when it does, you can assure you have 100% base color coverage.

We blended the right door and left fender as these panels were not damaged from the deer. If you panel paint the hood and fender only, where the adjacent panels meet you will see a color difference, especially in the sun. We have all seen this on cars. To eliminate this you do a blend. You prepare the blended panels with a scouring compound to de-gloss. Taking the paint you are applying to the blended panels, starting

The Saab Heritage Car Museum continues on page 28.



Next is the final mounting of the painted radiator support and assembly of the radiator, a/c condenser, oil cooler and intercooler. After drilling out spot welds, there is a hole remaining. Welding the hole is called plug welding. Prior to welding, use masking tape to eliminate burning the surrounding paint. Start from the center of hole welding the bottom layer then fill the hole. I used a Miller Millermatic 211 MIG using

SOC 2018

SOC 2018 Reflections

By Mark Welker

What a fantastic Saab Owners' Convention 2018!! 200 beautiful, unique Saabs (EVERY Saab is unique in its own way) and over 400 Saab fan(atic)s in attendance!!

As I drove home to Atlanta, I had a chance to gather some thoughts. As a Board member of SCNA, I see the considerable efforts put in by the Board to prepare for SOC. But it occurred to me that it is all worth it, because we serve the Saab community and strive to make SOC an outstanding memory for all attendees—a seamless and fun gathering for YOU, the Saab owner. SOC is planned to bring you together to “geek out” over fantastic examples of our beloved Saabs, to meet old friends and make new ones, and to head home with warm memories of a special event built around the cars (and people) most special in your life.

My own memories were of walking the showfield and talking to Saab owners, all equally proud of their cars—from a gorgeously restored (after a terrible front end collision) MCY Viggen, to a sweet 9000 Airflow, to a beautiful Sonett in a unique color (“Riversand,” I believe?), to a first-time attendee asking if she should go “People’s Choice” or “Concours” with her NG 9-3 (for the record she went P.C. and won an award!). I enjoyed the camaraderie throughout the SOC, the excellent Tech sessions, and hanging out in the showfield after dinner, sitting with old and new friends under the big tent and sharing stories and laughter.

I hope each and every one of you enjoyed this SOC as much! Thank YOU for your continued love

and support for Saab—I believe it is truly unique in the car world. Happy Saabing and hope to see y’all in Colorado in 2019!!



Above, Julianne Pulvirenti gets a ride in a vintage Saab courtesy of Bruce Turk. Below, Ryan Engler is on the roof. Both photographs provided by Julianne Pulvirenti.



Group photo and track photo from the Saab Owners' Convention 2018 can be purchased at <https://saabclubofnorthamerica.pixieset.com/soc2018/>

Concours Winners.
All photographs by Karis Nix.

1st place C900 #40 Robert Lomitola



1st place 9000 #52 Ben Choiniere



1st place C900 CV #59 Chuck Lage



1st place Sonett #117 Dean Gordon



1st place ng 9-5 #5 Lester Ewing



1st place 95 #142 Bill & Chris Scott



SOC 2018 continues on page 24.

Concours Winners

1st place ng 900 /og 9-3 #35 Richard Schmidt



1st place og 9-5 #30 Charles Harrill



1st place ng 9-3 #42 Steve McCoy



People's Choice Winners

1st place 92/93 #26 Bruce Turk



1st place 95/96 #126 Amy & Philip Klene



1st place Sonett #56 Ralph Bockoven



People's Choice Winners Cont'd.

1st place 99 #120 Amy & Philip Klene



1st place 9000 #36 Kim Arthurs



1st place C900 #110 Andrew Hong



1st place ng 900 / og 9-3 #39 James & Nancy Regan



1st place C900 CV #123 Amy & Philip Klene



1st place ng 900 / og 9-3 CV #149 Kyle Hudson



SOC 2018 continues on page 29.

Springtime in Sweden

Visit to the Motherland.

By Evan Acuna

A pilgrimage to Saab cars' spiritual home of Trollhättan ranks high in the catalogue of dream trips for Saab lovers. The small city of around 50,000 looms larger than life in the heads and hearts of enthusiasts, even though many Swedes are hardly aware of the place—a fact brought to my attention at the Stockholm airport, where a Swedish customs agent inquiring into our itinerary seemed incredulous at the idea of the town existing at all. "It's near Göteborg," I stated, trying to pronounce the names carefully. She seemed convinced enough and waved us through the gate.

But the town really does exude a sense of the mythical. Bookended by the old Saab Automobile headquarters facility to the north (fittingly next door to the local airport) and the phenomenal Saab Car Museum to the south, Trollhättan resides on the eastern bank of a grand canal with deep ties to the region's modern industrial heritage. Trollhättan stood as a beacon of industry long before Saab existed, as the canal and historic factory buildings, with their lovely brickwork and big windows, proudly attest. The city's future seems bright, too, despite the downturn initiated by the closing of Saab-as-we-knew-it, and there are contemporary office buildings downtown that hint at a continuing tradition of engineering finesse and technological innovation. But while Saab's existence may never have been a necessary condition of Trollhättan's survival, the car company pervaded the very essence of the town and left an indelible mark on the city's psyche—evinced by, if nothing else, the staggering number of Saabs still on the road there today.

I had travelled to Trollhättan with my girlfriend Christy while we were on a trip through Europe. I wanted to visit the city and travel through other parts of Sweden for the usual reasons—to admire the architecture, to appreciate the natural features, to engage with people from a culture distinct from my own—but within Trollhättan itself I had a more specific purpose in mind. I wanted to connect with the place that had given to the world some of my favorite cars. I knew that Trollhättan and Saab shared a special relationship with one another, and I wanted to go to the source to investigate. Did Saab simply come to exist in Trollhättan by luck and happenstance, and then discover in the city a happy symbiosis that led to decades of innovation and individualism? Or was there something innate to the city—something in the water or lodged in the ancient rocks—that



Life preservers mounted along Trollhättan canal walkway. All photographs by the author.

underpinned Saab's success there?

Back before NEVS or even the Spyker debacle, a journalist named Sam Knight wrote an excellent piece on Saab, published by the Financial Times Magazine in July of 2009, discussing the marque's history and storied brand loyalty in the face of profound and imminent change. Knight's sympathetic and carefully-researched approach to his article uncovered some of the basis for Saab fans' unwavering support: a strong emotional attachment to their cars. I would put this down to the brand's vulnerable and inimitable sense of humanity, a startling feature to consider when studying an automobile manufacturer. The Saab narrative is full of colorful characters. Safety-obsessed engineers touched by mad genius. Rally

Springtime in Sweden Cont'd

drivers with as much charm and grit as raw talent. The car producer's relatively small scale and overarching ethos of human-centric pragmatism helped owners and enthusiasts view Saab Automobile as a living collection of people, and not as a cold corporation. And the people of Trollhättan lived at the epicenter of Saab's activities, exerting a tidal pull on the direction of the company.

Knight's article gave me some pre-trip insight into the complex relationship between Trollhättan and its carmaker. In the minds of many Trollhättan residents, as in those of aficionados the world over, Saab as a company existed as an almost-human entity. Fans personified the brand and came to view it as a sort of friend, standing with them against the disposable and homogenized "goods" of a consumerist society gone haywire.

Erik Carlsson himself, when interviewed by Knight, expressed a somber disbelief at the idea of Saab's potential closure. Carlsson, though as good-natured and tough as ever, still treated his discussion on the somewhat grim outlook for Saab with a gravity usually reserved for talk of seriously ill friends and family members. To Carlsson and many others connected with Trollhättan, Saab was far more than just a car company. Knight also spoke with Peter Jonsson, a local Member of Parliament, who presented a tidy and touching aphorism on the subject: "The Saab is Trollhättan and Trollhättan is the Saab."

The bankruptcy proceedings that followed a couple short years after Knight's article reverberated through the city. Though not quite a company town, Trollhättan still looked to Saab for the employment of a staggering proportion of its residents. The potential recession or even depression of a Saabless Trollhättan was not the whole story, though. Ingrained as the company was in the local culture, the closing down of Saab would risk undermining a principle pillar of the city's very identity.

Luckily, Trollhättan did rebound after the period of great uncertainty during the early 2010s. I spoke with a nineteen-year-old receptionist at the Saab Car Museum, himself a lifelong resident of the city, about the regional mood post-Saab. For a young man his age, Saab exists primarily as a warm memory. He mentioned the recession and uncertainty within the town following Saab's wind-down, as well as a general skepticism of the ability of NEVS to restore lost jobs at the old plant, but he was in good spirits and confident in his city's future. Best yet, he was preparing to study environmental engineering at college. Hopefully the next generations of Trollhättan citizens will be able to continue their city's tradition



Erik Svedsen, with the author, poses in front of one of his favorite cars: an Imola red 9000 Aero.

of free-spirited and forward-thinking technological development.

While the receptionist had personally witnessed only the tail end of Saab's story, the life and times of the marque came alive elsewhere throughout the museum. An illustration of this fact literally greeted me at the door: his name was Erik Svedsen. Now a gregarious docent at the museum, Svedsen had been a development engineer in the company's engines department. His tenure with Saab culminated in his work on the 9000, a vehicle he boldly and enthusiastically declared the best car Saab ever built upon agreeing to pose with me for a picture in front of his favorite exhibit.

Springtime in Sweden continues on page 16.



The stunning EV-1 concept is the first car to greet visitors entering the museum.

Svedsen had been engaged with another Saab Automobile veteran, Gunnar Larsson, when I walked through the door. As if entering the museum and immediately sighting the EV-1 prototype, a blue Sonett I, and the ur-Saab would not be overwhelming enough, here were two men intimately involved with Saab's history—and now its legacy—chatting away like old friends. Both Larsson and Svedsen were happy to speak with me about Saab's past, and the two were so modest that they did not even reveal their connections to Saab until I inquired directly as to whether they had worked for the company.

Larsson had been a technical director at Saab Automobile for a few years before moving on to similarly senior roles at other manufacturers, even working in California for some years during a stint at another carmaker. A book that I purchased on-site, which was published by the museum's support organization and titled *Saab: The Era of Gunnar Ljungström*, mentions Larsson and his work, and it was great to be able to put a face with the name. While Larsson had to run, Svedsen was able to guide me through some highlights of the museum. He was humble and affable throughout our conversations, and he seemed genuinely excited by our impromptu interview and by the prospect of my visit to the museum becoming the subject of a story for a Saab enthusiasts' magazine in America.

The way Larsson and Svedsen spoke of their time at Saab lent credence to my theory that the carmaker really did exist as an entity that transcended the usual boundaries associated with corporations and their generally narrow, profit-driven scope. Saab, it seems, was not so much a firm in business solely to generate income as it was an organization *willed* into existence by the collective ingenuity of its workers. To this end, Svedsen referenced an indefinable "Saab spirit" at the company. "We were so interested. It was so much fun (working there). Alone we were nothing; together we were something." Svedsen discussed his

tenure in these glowing terms, admitting with a smile that employees such as himself "stayed for hours into the evening," with no bonus pay, just to work on their projects and see their passions through to fruition.

Larsson earlier had dismissed the suits at Linköping with a "yap-yap-yap" gesture of the hand, insisting that the engineers at Saab had free reign prior to the GM takeover. Employees at Saab Automobile worked collectively within their tightly-knit bounds, but their work was defiantly individual. A few years ago, at the opening night to a Saab exhibition at the Simeone Foundation in Philadelphia, a veteran Saab employee discussed a similarly irreverent attitude toward authority even during the GM years. While that employee admitted that perhaps this tension had weakened Saab's ability to generate profit and thus hastened the company's demise, he was adamant that Saab would simply not compromise on its core principles, no matter the cost.

Back at the museum, Svedsen recalled being told "no" by GM on a variable compression engine that Saab engineers had been working on. The museum houses one of the prototype engines, and Svedsen was quick to point out, when I asked about the history of that particular motor, that GM of Europe's board consisted of about "fourteen economists and two engineers" at the time Saab's employees presented their research to them. Perhaps the word "no" had been a foregone conclusion for that engine. Svedsen recalled another memorable "no" from around 1996 or 1997, when Saab engineers had been doing some pioneering research into the viability of hybrid drivetrains. GM saw no future in this project, either.

Another mentionable museum moment occurred when I asked Gunnar Larsson whether he knew Per Gillbrand personally. I have long admired Gillbrand's work, as he was one of the visionaries behind Saab's early push to incorporate turbocharging into their mass-produced cars. Larsson's response was something along the lines of, "oh yeah, sure, I knew Per—have you seen his boat? It's over there." And indeed it was. A sleek speedboat powered by a turbocharged B engine, stern bedecked by pictures of Per and his creation back in what looked to be the 1980s, the black machine sat low and menacing atop its trailer. And that trailer was attached to nothing less than an immaculate, black, flat-nose 900 Turbo SPG (I suppose its Euro-spec makes it more accurately a T16S or Aero), lowered over period lacey-spoke Ronals with centers color-matched to the gray lower body cladding and rims polished to perfection. The surprisingly sinister-looking duo comprised everything that was oh-so-right and yet gloriously wrong about Saab in the 1980s. A backwards-engined, turbo-



Stunning 900 Turbo towing the late Per Gillbrand's personal boat. The watercraft is also powered by a Saab Turbo engine.

boat-toting, front-wheel-spinning, Ikea-couch-accommodating, ergonomically-encapsulating, mile-munching cruise missile of a Swedish-meatball-tired, tupperware-wearing three-door hatchback on anabolic steroids? Holy Thor. My hair got bigger just looking at it.

And there was more! Cutaways of engines and entire cars. A second Sonett I. A 99 Turbo prototype in pearl white. The conjoined-engine "Monster" with its six two-stroke cylinders sitting transversely, comprising two three-bangers mated to a common gearbox. One of the record-breaking 9000s from the Talladega Speedway trials of 1986. The Aero X concept car. A pristine Viggen in lightning blue.

Several miles outside the city, an actual Saab 37 Viggen jetfighter mounted on a pedestal stands as an absurd monument to technology along an otherwise placid stretch of rural countryside. Even passing beneath the otherworldly shadow of this machine en route to Trollhättan could hardly prepare me for the display waiting at the Saab Car Museum. Everywhere I looked, the tasteful shapes, light colors, and airy spaces exuded taste and restraint within the museum. There were no velvet ropes, no flashing lights, no turntables or gaudy displays. And yet here, ensconced within the architectural honesty emblematic of large-windowed, turn-of-the-20th-century industrial buildings with their stately brick and glass, were some of the most storied creations of a carmaker whose unswerving commitment to

following its own road earned it a place in history that transcended the relatively small scale of its operations. Drawing an analogue between Saab Automobile and the Saab Car Museum is only too simple.

Which is not to say that getting there was easy.

I mentioned the Stockholm airport earlier. This is a five-hour drive, about 500km, from Trollhättan. Christy and I had plans beyond the Saab museum and its locales, and we wanted to start our travels in the country's largest and arguably most historic city. Stockholm is a stunning archipelago of low sprawl, its classically neat western European architecture spreading out in warm, earth-toned tendrils laced wall-to-wall on tidy islands lying rather flatly on a field of azure waters. All is beautiful, all is neat, all is...really *expensive* if you're a jetlagged American looking for a \$2 PBR. But the people are friendly, if reserved, and almost everyone seems to speak English, so our YouTube Swedish lessons were of little use.

Sweden has an excellent network of railways, and we could have opted for train tickets to carry us to Trollhättan and back. We would be taking trains on the rest of our European trip, though, so we opted for the autonomy and perceived sense of control, fallacious or not, of a rented car to ferry us back and forth between home base and destination cities. This is where the fun began.

Springtime in Sweden continues in the next issue!

On the Column



By **Bob Miller**

The Sonett

I first saw the Sonett in a brochure at the local Saab dealer, Sports Car Service, then run by John "Jake" Jacobson, whom I called "Mr. Jacobson" because I was 14 and all adult males were, by default, "Mister." The full-color brochure called it a toy for grown-ups, or something to that effect. It was an expensive toy, going for \$4,000, whereas the 95 and 96 were going for about \$2,000. It wasn't until years later, having read many articles in *Car and Driver* and *Road & Track*, that I discovered that it was not pronounced "sonnet," as in Shakespeare, but "So-Net," as in Swedish for So Neat. And neat it was; when I saw it for real, I could not believe how low and sleek it looked. I loved the pontoon fenders and rounded contours of its fiberglass body, and, to this day, prefer the style of the earlier Sonett II and Sonett V4 to that of the later, angular, Italian-designed Sonett III. This preference has caused me a great deal of grief, because there was a time when I could have purchased a black Sonett III from Bill Jacobson, son of Jake and current proprietor of Sports Car Service, the name carried over from his father's previous SAAB dealership.

Bill had rebuilt this Sonett III from the ground up. It was beautiful and had no rust, and I did not appreciate how important this was. The Sonett V4 that I chose to purchase instead was orange with a broad, flat-black stripe down the middle, which made it look wider, and had had rust repair with fiberglass rocker panels. I thought that this was appropriate for a fiberglass car; little did I know. I have learned throughout life that ignorance is an expensive commodity, and I had stars in my eyes and ignorance by the bucketful. Slightly less ignorant now,

I have learned that, because of the fiberglass body, the chassis rigidity of the Sonett comes primarily from the boxed steel rocker panels, as well as the roll bar's connections to the roof. The fellow who sold me the Sonett V4 had not repaired the rusted-out rocker panels; rather, he fibreglassed over them, making a neat appearance with no structural rigidity whatsoever. My first clue as to the quality of his repairs should have been that the exhaust system consisted largely of flex-pipe held in place by baling wire. It

was loud, and got a lot louder on the way home from Connecticut (to Delaware) when part of it system baled out (pun intended). Much later on, the car acquired a Jack Lawrence 2-into-1 glass-pack exhaust that sounds exactly like what a sports car is supposed to sound like, and is tolerably loud, providing that you are not driving too far. What sealed the deal for me was that the car had been updated with the floor shifter and the leather seats with lumbar support from a Sonett III.

I ran this car in what was call "scrambles" in Wilmington, Delaware, much like an autocross. I did it only once, because it scared the bejeezus out of me. The lack of chassis rigidity made for, shall we say, interesting handling at the limit. Another thing that made the handling interesting was that it had no front anti-roll bar (what some call a sway bar), as Sonetts did not come with one, although the brackets are there. Knowing that the car was quite front-heavy because of that boat-anchor cast-iron V4 way up front, I cleverly eliminated understeer by adding an after-market ADDCO anti-roll bar to the rear only! Now, there is nothing wrong with an oversteering front-wheel-drive car as long as you understand that you must NEVER let off the gas when the back end swings out.

The short wheelbase of the Sonett (10 inches shorter than that of the already short 96) made it snap out quite rapidly and it was not easy to catch it in time. I discovered this during the scrambles. Bill was running the Sonett III that I should have bought (for the same price as my nearly chassis-less one), and, being a much more experienced and skilled driver, was wiping up the floor with me (and many others) on the track. He had watched my runs and felt that I was being too conservative with the throttle. He encouraged me to keep my foot in it through the last 90° right-hand curve before the start-finish line. Taking him at his word, I was much more aggressive on my last run and indeed, did not let off. The back end swung out to the left, I counter-steered, and it snapped to the right and I did a 540° spin (that's a turn-and-a-half, for those of you numerically-challenged) crossing the finish-line backward. It was my best time of the day, but I was so scared, I could not even drive the car back to parking; Bill kindly drove it for me.

I continued to drive the Sonett V4 for many years, enjoying "yumping" it over dips and rises in the winding country roads of Delaware and Pennsylvania. Later, a good friend drove it to Arizona for me after I moved west with my 95. I knew that rust never sleeps, but I naively believed that it would go into hibernation

On the Column Cont'd

in southern Arizona's dry climate. Wrong! One day, while driving slowly over a rough, graded road, the floor panel, to which the left rear trailing-arm was fastened, let go. As the seat belt harness was anchored to the same place, when the axle swung back, it yanked the seat belt tight and nearly crushed me. I clawed at the buckle and was able to get it to release despite the tension on it. Being still young and foolish I then drove the remains of the Sonett home and then to a nearby storage garage, where it sat for decades. In retrospect, I could have bought a nicely restored Sonett V4 for less than I paid for all those years of storage. It just took longer to get around to fixing it than I had planned, with little things in the way like getting an education and having a career. I am now retired, and the Sonett restoration is my number 2 priority, after I finish building my Kitfox airplane. I remain eternally optimistic that I can get my old Sonett back on the road, probably for only twice what it would cost to replace it. With age comes wisdom: I have graduated from being young and foolish; now I am old and foolish!



Sonett II (top, horsing around) and the Sonett III.



Professional Perspective



By **Chuck Andrews**

RUST REPAIR III

I began this series writing about issues that are most relevant to 9-5s but can be applied to other Saabs. In *NINES* #342 from July/August 2016 I wrote an article that was titled "Decisions, Decisions." In this article I discussed the challenge of making a decision as to how to maintain my Saab as an example for you, the readers, to possibly apply this example to your own situation. I talked about the mechanical forecast for my car and discussed my main concern for the future of my Saab which was the body rust. I had received an estimate from a body shop for \$2500 to repair and paint the flaws on my Aero. Let me warn you not to get an estimate from a body shop that does not know 9/5s well unless they disassemble enough to know the condition of the doglegs. All of this is relative to my decision to preserve the car, not restore it. We each have to decide how to maintain our Saab to fulfill our expectations for it.

The second article was named "Surprise!" in *NINES* #345 from January/February 2017. I described how to repair the surface rust in the hatch and right front door on my 9-5. I also talked about equipment needed and sources of materials to enable me to do the repair and the painting myself. I can now assure you that the procedure I used was more than adequate for my needs. After 18 months since the repair, it still shows no sign of rust return or other problems.

In the article entitled "Rust Repair II" from *NINES* #347 May/June of 2017, I described finding a rusty trunk floor that needed a major repair and rusty floors on the passenger side of my 9-5. I described repair procedures and there are pictures in that same article to show what you might see while inspecting your Saab. These repairs also have, upon inspection, been successful for about 18 months since their completion which left me with the one larger challenge, which was the doglegs.

It seems like every OG 9-5 in our part of the country and probably throughout the country has rusty doglegs. They may show just a little rust above the rocker panel cover which is a warning sign. If they show any rust at all, there is a problem that needs to be investigated. In the previous articles listed

above, I think I've encouraged readers and owners to continually pursue any suspected rust before it gets away and becomes a fatal flaw to the car. I now have to confess that I had pictures of my 9/5 wagon with just a little rust showing on the doglegs. At the beginning I had no idea how severe the rust really was. I documented the discovery and repair with my cell phone camera. About 6 months after the repair, my phone crashed and I lost most of those pictures that I thought had been saved in the cloud. So, I will describe and use pictures from my Aero and another car showing the



Rust never sleeps.

procedure that I used and several alternatives that you may want to consider. The idea is to preserve your car for your own satisfaction so it will last safely and perform up to your expectations.

It only takes an hour or so to really understand how much rust is hidden in the doglegs. Remember that my car had no holes in the doglegs that were visible and no expectation that it was a near disaster. First, at least the rear of the car needs to be jacked up and the rear wheels removed. It is necessary to remove the rocker panel covers which are attached with screws underneath the black weatherstrip that's inside the doors on the rocker panel. After the weatherstrip has been removed, (it just pulls off, start at the rear), take the screws out. From underneath the car, the rocker panel covers are attached by a row of plastic nuts on studs holding the panels up. You will most likely twist all of these off. The next step is to remove the inner plastic wheel house from the quarter panels. Once again, depending on the year of your car, it has just a few screws or plastic nuts that have to be removed. The studs with the plastic nuts will twist off and it will be necessary to drill and use sheet metal screws to reattach when you reassemble the car.

Professional Perspective Cont'd

Once you have all the fasteners off, there is an inner wheel opening molding that pushes off for removal. The inner wheelhouse can now be removed. It may have to be wrestled a little to get it out.



With the rocker panel cover and inner fender removed rust damage is extensive but repairable! All photographs by the author.

Now the real shock! With the inner wheelhouse removed, there were rust holes the size of a baseball allowing salt water, etc., to leak/pour into the rocker panels. (The plastic inner wheel house totally covers this area so it is not visible until the cover is removed.) This is a serious problem. I cut away the rusted areas back to good solid metal before making the repair. I had already obtained used doglegs that I could take apart, cut, fit and weld into my quarter panels. I patched the inner fender hole with a hand-formed sheet metal patch attached by sheet metal screws. Once the patches were welded and screwed in, I ground the exposed welds and coated the outside of the dog legs and welds with Duraglass which is waterproof short-strand fiberglass body filler. The inner fender patch, I coated with brushable seam sealer and primed it with Eastwood Rust Encapsulator. I used normal refinishing procedures that I described in earlier articles to finish off the patches. I previously purchased from Eastwood a drill bit that is used to make holes for plastic rustproofing plugs. I drilled three holes and used the Eastwood Rust proofing system with a flexible wand to coat the inside of the patches on each side of the car in the dogleg area, as well as the quarter panel wheel opening seams. It is a wax based product which is very thin and will seal up the repairs to keep the rust from forming inside the panels. In my case, I then reassembled the car because I had other repairs to make before I would get it painted. We drove almost a year with primer spots showing before I got the car scheduled at a friend's body shop. Alan Stromberg made my work look good with

his final finishing touches on the repaired areas and paint matching. Matching red that is 17 years old is an art! Our Aero at 252k miles now looks better than it did when we purchased it.

Replacement of sheet metal and welding is the preferred method for repairing rust but there are several other ways to accomplish this without welding. The following are several DIY Youtubes that will demonstrate how you can repair rust damage. At YouTube.com, type in "how to repair rust without welding" and go to "how to repair rust on your car without welding (no special tools needed) chrisFix." This video will show you how to use the 3M system of rust patching and painting. It even demonstrates how to spot the paint in after the repairs are completed. Another YouTube is "Repair rust and holes with the no weld hole repair kit from Eastwood." This video demonstrates repairing a hole with adhesive. Eastwood has several videos on their website that are very helpful, as well as this one. In addition, if you have purchased a used dogleg, check out the YouTube entitled, "Automotive dogleg repair (Mr. Spubby)." This one uses a salvaged dogleg to repair a collision-damaged car. It does use some spot welding but the video is helpful if you are installing a used part. Going back to Youtube, type in "installing cab corner rust repair panel using panel bond adhesive by Velvet Hamma." This video demonstrates a panel replacement using a bonding adhesive. It shows just how easy it is to bond rather than weld in a panel or fabricated rust repair. Still another DIY option that is cheap and easy is found on a YouTube labelled "How to repair a large rusted out area on your vehicle (curtscottage)." This demonstrates how to fix a rusted-out dogleg. He is suggesting running a fiberglass patch over a location where a cover would be on your rocker panel. If you use this fiberglass method, be sure that the rocker panel cover is removed and it will fit back on the car when you are finished. The goal for any rust repair or patching is to seal out the moisture and other contaminants from intrusion into body panels and seams. Beyond that, it is the aesthetics. There are many, many other YouTubes, as you know, that demonstrate different repair methods. The ones that I have listed are reasonable preservation methods depending on the quality of repair desired. There are other methods that are not acceptable, for instance, putting Bondo or another typical body filler that is not waterproof in a rust hole that will only last a very, very short period of time before the paint is bubbling and it must be repaired again. Use good judgment when choosing the repair process that is beneficial to the life of your Saab.

Professional Perspective continues on page 36.

Through a Windscreen Darkly



By *Linnea Krajewski*

Svenn and Pelle's Excellent Adventure

Regular readers of this space know that I was raised in the Great State of New Hampshire. I have explored every corner of the state and, other than home, my favourite corners of the place are the Lakes Region and the North Country. The Lakes Region begins in Alton, about 45 minutes from home in Rockingham County, and extends northward through Laconia and Meredith and into Center Harbor and Holderness, heading up towards Plymouth. It's where Lake Winnepesaukee and the Squam Lakes live. The North Country, also known as the Great North Woods, is north of North Conway and Crawford Notch. It's where Mount Washington and the rest of the Presidential Range hang out.

One of my aunts lived in Meredith, and every so often, we would pack up the car and head up to visit her. She lived in a rambling old brick Colonial just off the main road; I have many fond memories of her, the house and the trip north, including the time I fell into the pond in her back yard. Good times.

My youngest brother, Phil, known as Philski to the family, hadn't been upcountry since he was about five years old. He had been talking about going up to see the lakes and the old house for seemingly forever, and he also wanted to make a side trip to ride the Cog Railway up the side of Mount Washington.



Photograph by the author.

Finally, late last winter, I told him that if he wanted the grand tour, I would be happy to drive and be tour guide. He readily accepted and began planning the trip.

We decided to go up before tourist season, the better to have the place to ourselves and not pay outrageous hotel rates. I packed Roxie and pointed her nose north. Coming along as co-pilot was Pelle von Kanin, the Mini Rex rabbit. This was to be Pelle's first real road trip; at the age of three months, he ventured home with me from Pennsylvania, but this was going to be his first time staying away from home.

Also going along on his first road trip was Svenn the yellow Labrador, Philski's service dog.

Phil decided to film the trip; inspiration for this idea was the films that my godparents shot on their way up to the North Country and beyond back in the mid sixties and early seventies. Unlike Uncle Ray and Auntie Eva's films, this production was a talkie.

We set off for Laconia on 3 June, with Svenn and Pelle in Roxie's rear seat. We had an uneventful ride up Route 125 and then onto Route 11B. I hadn't been up in this part of the state for about five years or so, and was amazed at how built up it had become. Instead of fields, old hotels and the occasional restaurant, there were strip malls, Walmart, McDonald's and miles of used car outlets that had bloomed like mushrooms after a rainstorm.

We would be staying at the Margate Hotel, just off of Route 3 in Laconia. We got up there a bit early, too early to check in, so we headed for Endicott Park, just off Weirs Boulevard in Laconia. As Phil wanted to take in the Hobo Railroad, Endicott Park was the perfect place to stop. There is a small but pretty beach there with the lake in the foreground and the mountains just beyond. We left Roxie under a shady tree in the parking lot and visited the beach before making our way up to the train station.

I shed my shoes and socks and waded into the lake. The calendar was reading early June, but the water was saying that it was mid-March. Brrr!! I got out of the water before frostbite set in.

We got our tickets and found that lunch could be purchased on the train. As pets were not allowed on the train, I stashed Pelle comfortably in my knapsack. If the train folks didn't know he was aboard, they couldn't object to his presence. The train soon arrived and we boarded and took our seats.

Through a Windscreen Darkly Cont'd

The trip took about an hour and a half through the woods that bordered Winnepesaukee. Parts of the trail were so close to the lake, it was if one could reach out and touch the water. The scenery was beautiful and the lunch substantial. We were soon back in the Weirs, letting Svenn and Pelle stretch their legs. Pelle found a patch of long, green grass and began to snack. Svenn looked on enviously. Phil rang the hotel and found that our room was ready, so we loaded everyone into Roxie's rear seat and set off for the Margate.

We had a room at the back of the hotel, overlooking the lake. We got unpacked and then headed out for dinner at Hart's Turkey Farm. The food was delicious; turkey and dressing that was as good as the feast that Mum puts on every year at Thanksgiving. Returning to the hotel, we wandered around the beach area. I walked to the end of the dock and took in the scenery. I happened to notice that I was under surveillance by a half dozen Mallards that were swimming around and under the pier. I heard a curious peeping noise and saw a tiny duckling swimming furiously toward the shore, looking for his mama. Mama was standing on the shore with about a half dozen other ducklings waiting for the straggler to show up.

We hit the hay early as we were headed an hour and a half north to Mount Washington to take a ride on the Cog Railway.

The day dawned grey and rainy, but we didn't care. We had some breakfast, Pelle having his under the table in our room. I watched Mama Duck march her ducklings up onto the beach; one by one, they hopped out of the water and ran to catch up to her. We then loaded Svenn and Pelle into Roxie's rear seat once again and headed further north.

By the time we got to Mount Washington, the temperature had dipped to a balmy 38 degrees. We went into the train reception area, which was packed with school kids on a field trip. Pelle was safely tucked into my knapsack once again as we lined up to await the call to board the train. While we waited, I looked up at the tracks, which wound their way up the side of Mount Washington, all 6288 feet of it. Ruby and I drove up Mount Washington in 2014; the weather was surprisingly warm and sunny. I glanced upwards; it was raining and the top of the mountain was obscured by fog.

The call to board was announced and we found seats at the rear of the car. On the way up, the locomotive pushes the cars from the rear. On the way down, the locomotive leads the cars down

the mountain. Our brakeman and tour guide on the way up, Fred, announced that it was sleeting and 36 degrees at the top of the mountain. The auto road was closed. Back home, I'm sure I could hear Ruby sighing with relief.

The scenery going up the mountain was breathtaking. There was one area near Tuckerman's Ravine that was bare of any trees. About six years prior, an avalanche took out three miles of trees, bushes and any other vegetation standing in the way. It looked like some grass was bravely trying to grow, but the scene was mostly rocks and boulders. As we went further north, the grade steepened; one of the other passengers stood up in the aisle and leaned forward...he had a very hard time keeping his feet as the train chugged towards the summit.

Fred announced that we were approaching the summit and to please be careful getting off of the train; the stairs were most likely icy. Phil handed Svenn's lead to me and I headed up the aisle towards the exit. As we got to the door, Svenn looked outside, looked at the stairs and then looked at me as if to say "Really? This is the only way out???" Fred added some encouragement, "Come on, dog, it'll be OK". He tossed a shovelful of sand on the stairs just for good measure. Gathering his courage, Svenn leapt off of the train and I followed, with Phil bringing up the rear.

Fred hadn't been kidding...we got off of the train in a driving sleet storm, which wasn't helped by the 42 mile an hour breeze that was blowing around up there. I turned to my left and saw the school kids getting off of another train...one of them was wearing shorts, clearly not a wise choice, given the weather.

Phil took a picture of me and Svenn in front of the Mount Washington State Park sign, which was wearing icicles. I could feel Pelle in my knapsack trying to get comfortable; at least, unlike poor Svenn and me, he was dry and reasonably warm.

We went into the reception area and had some lunch. It would have been useless to try to go to the summit or the Top House; barely 20 feet away, it was so foggy and icy that you wouldn't be able to see a hand in front of your face as you slid up or down the stairs.

The call to board was given for the return trip. Out brakeman for the ride down was a young man named Eli; he was very knowledgeable about the train and its history, and he regaled us with tales of the past on the mountain.

Through a Windscreen continues on page 31.

Mitchell Saab

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

Mitchell Saab – Continuing a Long Tradition in Simsbury, Connecticut

Mitchell Saab Volvo of Simsbury, Connecticut, has its roots in the 1920s. After serving in the Navy during World War II, Walter Mitchell married and moved to Simsbury. He worked at the Weatogue Garage founded by his father-in-law, Robert Pringle, in 1922. Started as a repair shop in an old cow barn, the business moved to a larger quarters on Hopemeadow Street (Rt. 10/202), with a Pontiac franchise, adding Chevrolet later. Walter and his wife, Mary, became owners of the business soon after 1956 when Mr. Pringle passed away from cancer. The business eventually became known as the Mitchell Auto

Group. Walter started the Saab franchise in 1962 after opening the Volvo store in 1960. In 1972, he opened the first Subaru dealership in the United States. Walter was successful in his endeavors perhaps living by what he often advised: "Treat others in the way you would like to be treated."



A framed picture of Mary and Walter Mitchell (both at right) with the lucky winners of a late 1960s Saab Sonett V4.

Unfortunately, Walter had a heart attack in 1976 at which time his son Mark became the face of the dealership. Mark was only in his late twenties at the time. Although Walter passed away six years ago while in his early 90s, his spirit lives on since his sons, Mark and Steven Mitchell continue to run the business which now includes car dealerships in Simsbury, Canton, Torrington, and Windsor, Connecticut.

Mark Mitchell's first Saab was a 1965 Monte Carlo 850 with a cloth full sunroof. Mark lived in Sweden during the summer of 1965 while he worked for the Volvo tourist delivery department. The summer of 1969 he worked for the company that installed the assembly line at the Saab Trollhättan, Sweden plant. In 1970, Mark joined the Simsbury, CT dealership as a salesman. Mark indicated that he drove a 1969 99 model on a motorcycle track with Eric Carlson and Len Lonnegren who at the time worked for the now-defunct Hartford Times. Len went on to become the head of public relations and spokesman at Saab Cars USA, Inc. Mark still personally owns a 2007 6 speed 9-3 convertible and a 2008 9-7X Aero.

In 2011 when Saab (under Spyker ownership) was in financial trouble, Mark explained that he tried to get Subaru to buy the brand but they didn't follow through. He thought Saab could be Subaru's luxury brand. The last years of Saab new car sales were tough for Mitchell. Over a three-year period they lost



The above is a picture of a framed advertisement from the late 1960s showing the original "barn garage" and the "new" Mitchell showroom on Hopemeadow Street. All photographs by the author.

Mitchell Saab Contd



bring their cars, old or recent, to the event to be judged in several categories. In recent years, unlike the Swedish Car Day in Brookline and the Carlisle, PA annual May event, Volvos have outnumbered Saabs at the Mitchell event. Therefore, Saab Club members are encouraged to attend to show support for the brand. Mitchell serves refreshments during the event.

While the 384 Hopemeadow Street, Simsbury, CT Mitchell dealership continues to offer Saab services, they are clearly keeping the doors open by the sales, service and parts of Volvo cars. Mitchell Auto Group can be reached at Sales: 866-827-6234 Service: 866-567-8022 Parts: 866-906-3475 or by <https://www.mitchellSaab.com/dealership/about.htm>

The Saab service waiting room has a number of retrospective wall displays.

eight Saab technicians and three involved in Saab sales. Parts availability was more challenging during the following three years. However, the parts situation has greatly improved since then.

Mitchell's is one of the older Saab dealerships in the country that continues in existence as a Saab Service and Parts Center. Unlike many remaining former dealer service centers who have removed their on-line Saab web page, Mitchell still has a Saab website and occasionally offers used Saabs for sale. Mitchell even retains a separate garage lane for Saab service and employs a knowledgeable mechanic, Tim Olson, who has worked in the service department for 35 years. Tim was trained by the great John Moss who himself had long tenure with Saab. Mitchell has an on-line Saab "PartsCounter" where they offer competitive prices on Orio-sourced parts which are either shipped out or picked up locally. Their mail order Saab parts sales have seen very good growth over the past three years.

Given that the region is still rich with Saab cars and their loyal owners, Mark continues a tradition started decades ago by hosting an annual "Swedish Beauty Contest" event each fall in October. I attended the event as far back as 1982, 1985 and 1989 with the latter one being the 9th annual event held. This year's event is planned for Saturday, October 27th from 11 AM until 2 PM. Saab and Volvo owners are invited to



Mark Mitchell stands by a 2011 Saab 9-5 for sale at the Simsbury dealership in March 2018 in the picture above.

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

Saab Services and Discounts

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

California BoJonsson's Foreign Car Svc – 10% Discount on Parts and Service 111 E 20th Avenue, San Mateo CA 94596 P: 650.349.3606 F: 650.349.3615 Svensson Automotive – 10% Discount on Parts and Service 3297 Mt. Diablo Boulevard, Lafayette CA 94549 P: 925.299.0720 F: 925.299.1578 Colorado Mile Hi Automotive - 10% Discount on Parts and Service 519 Lipan St Denver, CO 80204 P: 303-595-4646 F: 303-595-0124 Connecticut Mitchell Saab – 10% Discount on Parts and Service 384 Hopmeadow Street PO Box 127, Simsbury CT 06070 P: 860.408.6035 F: 860.408.6070 Saab Service of Milford – 10% Discount on Parts and Service 908 Bridgeport Avenue, Milford CT 06460 P: 203.876.8958 F: 203.882.4556 Florida Dimmitt Saab – 10% Discount on Parts and Service 25191 US Highway 19 N, Clearwater FL 33763 P: 727.797.7070 F: 727.791.4308 Strictly Saab Inc. – 10% Discount on Parts and Service Justin Duthie 2965 Ranch Road, Melbourne FL 32904 P: 321.432.2034 Email justinduthie@hotmail.com Viggen Auto Performance LLC – 10% Discount on Parts and Service Official Saab Service Center Gary Hilberer, Saab & ASE Master Tech 895 34th Court SW, Vero Beach FL 32968 P: 772.778.9990 F: 772.778.1113 Email kingofsaabies@yahoo.com Georgia Jim Ellis Saab of Atlanta – 10% Discount on Parts and Service 5862 Peachtree Industrial Boulevard, Atlanta GA 30341 P: 770.454.3333	F: 770.454.6205 Illinois Lombard Body & Fender Shop – 10% Discount on Parts and Service Erin Jurecic, VP 27 E Willow Street, Lombard IL 60148 P: 630.627.8688 F: 630.627.8690 Indiana Road Tested Saabs – 10% Discount on Service Steve Bush, Owner 7830 New Augusta Road, Indianapolis IN 46268 P: 317.299.9177 Iowa Meyer Garage – 10% Discount on Parts and Service 2687 480th Street, McIntire IA 50455 P: 641.737.2239 F: 641.737.2601 Maryland Fitzgerald Saab – 10% Discount on Parts and Service 114 Baughmans Lane, Frederick MD 21702 P: 301.696.9200 F: 301.662.2756 Brewer's Saab – 10% Discount on Parts and Service 13815 Maugansville Road, Maugansville MD 21767 P: 301.739.0420 F: 301.739.8711 Massachusetts Automotion (SQR Distributor) – 10% Discount on Parts and Service 846 Boston Road, Billerica MA 01821 P: 978.667.5373 F: 928.662.0052 Michigan Trio Motors, Inc. – 10% Discount on Parts and Service 2501 South Center Road, Burton MI 48519 Sales: 888.903.2167 Service: 866.978.3505 Minnesota Morrie's Saab – 10% Discount on Parts 7400 Wayzata Boulevard, Golden Valley MN 55305 P: 763.248.7860 F: 763.449.4273 Dana Motors – 15% Discount on Parts and Service 2046 Grand Avenue, Billings MT 59102 P: 406.656.7654 F: 406.656.7725	New Jersey Cherry Hill Classic Cars – 10% Discount on Parts and Service 2000 Route 70 E, Cherry Hill NJ 08003 P: 856.424.5300 F: 856.424.5852 Perrine GMC – 10% Discount on Parts and Service 2730 Route 130, Cranberry NJ 08512 P: 609.395.5599 F: 609.395.7757 New York Albany Saab Shop – 10% Discount on Labor 129 School Road, Voorheesville NY 12816 P: 518.765.7700 Beck Saab – 10% Discount on Parts and Service 561 Central Park Avenue, Yonkers NY 10704 Sales: 914.963.5446 Service: 914.963.5458 Geneva Foreign & Sports, Inc. – 10% Discount on Parts and Service Dan Fitzgerald, Owner 2787 Lyons Road, Geneva NY 14456 P: 315.789.4575 F: 315.781.2065 Ohio Armandos Inc. – 10% Discount on Parts and Service 4340 Boardman-Canfield Road, Canfield OH 44406 P: 330.533.1944 F: 330.533.0091 Dave Towell Cadillac Saab – 10% Discount on Parts and Service Timothy Towell, President 111 W Market Street, Akron OH 44303 P: 330.376.9600 F: 330.376.8724 Just Saab – 10% Discount on Parts and Service 15% Discount on Mail Order Parts 6950 Loop Road, Centerville OH 45459 P: 937.435.7222 F: 937.432.9267 6323 Madison Road, Cincinnati OH 45227 P: 513.527.4300 F: 513.527.4170 The Collection Auto Group – 12% Discount on Parts and Service 28595 Lorain Road, North Olmsted OH 44070 P: 440.716.2000 F: 440.348.2006 Oregon Atomic Auto Repair – 10% Discount on Parts and Service 2510 NE Sandy Boulevard, Portland OR 97232 P: 503.969.3134
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Freeman Motor Company – 10% Discount on Parts and Service

7524 SW Macadam Avenue, Portland OR 97219

P: 503.310.5555

F: 503.246.5182

Pennsylvania

Kelly Cadillac Saab – 15% Discount on Parts

1986 State Road, Lancaster PA 17601

P: 717.898.4000

F: 717.898.3805

Kunkle Motors – 10% Discount on Parts

RR1 PO Box 386, Dallas PA 18612

P: 570.675.1546

F: 570.675.7914

Scott Saab – 10% Discount on Parts and Service

3333 Lehigh Street, Emmaus PA 18049

P: 800.829.1877

F: 610.965.6905

South Carolina

Car Covers Direct – 10% Discount on Parts and Accessories

2020 Highway 11 W, Chesnee SC 29323

P: 866.818.9901

Tennessee

Saab of Memphis – 20% Discount on Parts and Accessories

7733 US Highway 64, Memphis TN 38133

P: 901.373.7373

F: 901.202.6666

Kelly Cars – 15% Discount on Parts and Service

2110 Chapman Road, Chattanooga TN 37421

P: 423.267.1104

F: 423.265.6938

Vermont

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

2073 Williston Road, PO Box 2031, South Burlington

VT 05403

P: 802.862.0875

F: 802.658.0025

Other:

Covers Direct 10% Discount on Parts

2030 Highway 11 West, Chesnee, SC 29323

Phone: 866-818-9091

Web site: www.carcoversdirect.com

Errors? Omissions? Please alert the editor!

sethbengelsdorf@mac.com

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Deadlines for submissions to *NINES* are:

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Apr-June issue: March 1

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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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The Saab Heritage Car Museum USA Contd

from where the panels meet, a fogging of approx. 12" to 18" to the existing paint makes the transition impossible to see. Then you clear the entire door to seal in the color just like clear coating the new panels.

There will always be an imperfection in the paint like dust bump or maybe even orange peel. This is easily remedied by color sanding the dust speck with 2000 grit wet sand with a block, drying the surface and checking to see if you removed it 100%. To make the paint job look really glossy from orange peel, we will use a orbital sander with 3000 grit, polishing compound with a sponge buffer pad and then our finish polished without grit to get a swirl free finish.

I towed the Viggen from my home to Mile Hi Automotive to install the freshly painted panels. I did not want to risk placing them in a truck and risk the possibility of damaging them. Bruce Harbison, Bob Buck, Phil Drury and I were the four who went to Sturgis to pick up the car so I thought it would be nice to gather all to assemble the Viggen.

This is a Iowa (high humidity) Viggen so we spent time replacing Iowa rusted screws, hose clamps, throttle plate, nuts, bolts, valve cover & DI cassette screws and hoses with rust free Colorado items. The car looks great when you open the hood. We even took a block sander with 180 grit to brighten the "Viggen" and "Saab" logos on the valve cover.

We assembled the front bumper, checked all the fog lights, and repaired some light wiring that was damaged. When I get the bumper finished, I will drive it to my shop again to do the final assembly.

Phil Drury, Bob Buck and I gathered for phase two of the assembly.



We almost got the car complete. There are only a few small items remaining. I drove the Viggen from my house with only the headlights mounted to make it somewhat legal. The bumper was at my shop. We got it 98% completed.

Put my dealer plate on and drove it for the weekend. Nice car. We are planning how to deliver the Viggen to Sturgis as Tom and Patty will not be at the Museum. We might get our Rocky Mountain Saab Club for a Stampede.

Tim Colbeck, President & CEO ORIO, donated a new hood badge to make this a finished project. John Christensen, Parts Technical Support Manager ORIO, mailed it to us. I was able to get all the under hood decals from ORIO to make this complete. Thanks ORIO for supporting Saab parts, down to the decals.

I changed the oil and filter as it has been five years but only 2,200 miles, according to the window sticker. The oil filter was badly rusted in five years. I know why Tom and Patty want out of Iowa because of the humidity. I still need to service the serpentine belt and pulley's before I deliver the car.

Tom Donney's Viggen is ready to return home in Sturgis from an accident with a deer. Bruce Harbison, Bob Buck, Phil Drury and I gathered to finish little details. Vacuum and detailed the interior, check all the lights, installed serpentine belt and pulleys. This car turned out gorgeous. Tom Donney's nephew Dane will be flying to Denver from Omaha, NE to pick up the Viggen to drive to Sturgis. Tom's Nephew has Cystic Fibrosis, so Tom reached out to Make-A-Wish foundation to get plane tickets for round trip. Make-A-Wish turned them down. I stepped up to buy Danes round trip plane tickets. I purchased round trip tickets for Dane Hebert, Tom and Patti's nephew, and his girlfriend Lauren to fly to Denver from Omaha to drive the Viggen north, then tickets from Rapid City back to Omaha.

Dane drove this Viggen when he was 16 and is now 19. It was Tom and Patti's wish to have Dane drive it home. The repair was a fun experience for me and members of our Rocky Mountain Saab Club of Colorado, and was Mile Hi Automotive's donation to the Museum. We did this in the spirit of appreciation for the dedication of Tom and Patti's efforts to preserve the legacy of the Saab Automobile here in the USA. I had the Viggen spotless, however, it was snowing in Denver when the car took off. Dane details cars for a living so guess who will be washing it when it gets home!



Photo Contest Winners

Best Fleet

1st - Tom Thompson

2nd - Paul Canpagna

3rd - Phillip & Amy Klene

Impressionistic

1st - Bruce Harbison

2nd - Mark Pizer

3rd - Ryan Engler

Selfie

1st - Chuck Lage

2nd - Amy Klene

3rd - Steve McCoy

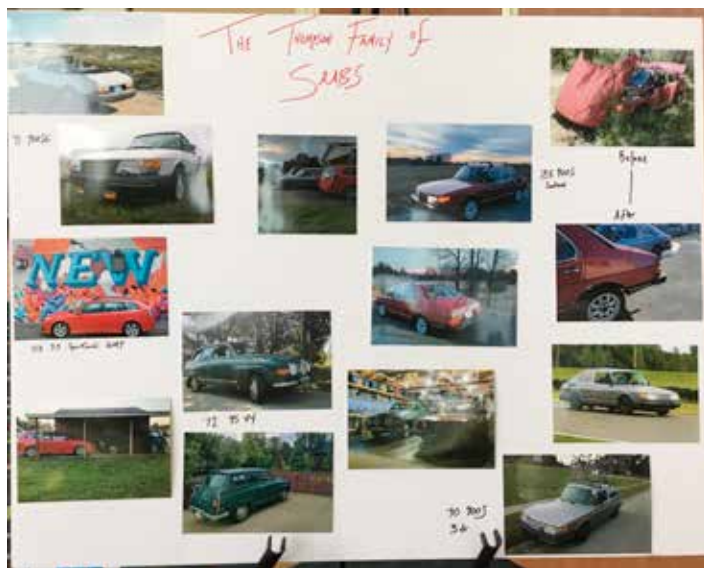
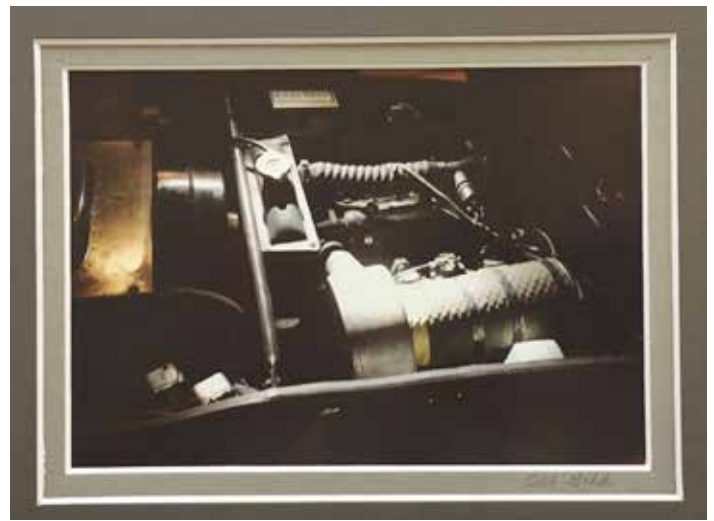
Portrait

1st - Lori Demato

2nd - Kelly Conaty

3rd - Pete Green

The photo contest is presented by the Rocky Mountain Saab Club, hosts of the SOC 2019 in Colorado (stay tuned for more details!)



SOC 2018 continues on page 32.

NEVS

In conjunction with the recent ceremony in the G60 Science & Technology Innovation Valley in Shanghai, it was clear that NEVS's main owner, Kai Johan Jiang, through his company NMEH has bought into the company Mimer, while NEVS is about to enter as a partner in Elways.

Kai-Johan Jiang explained that Tri-Network is a global subject that really lies in time.

"NEVS has already been at the forefront of tri-network technology through the acquisition of Saab Automobile and now we continue with Elway and Mimer," he told.

The acquisitions are made to facilitate NEVS to establish and develop "Tri-network", with intelligent electric roads, which are expected to revolutionize future transport.

At the Shanghai ceremony, Gunnar Asplund, who founded Elways 2009, participated in Shanghai. The technical solution, which means that electric cars can be supplied with electricity directly from the road, (known as conductive charge), which means that the cars do not have to stop for charging the battery. This eliminates the current limitation of batteries and increases the number of electric vehicles.

Elways has applied for 20 Swedish patents, 17 PCTs and 39 international patents. So far, 17 Swedish patents have been approved.

In addition NEVS takes a whole new approach to creating intelligent electrical roads, a whole "ecosystem" of different networks: transport, energy and information. This network, called "Tri-network", was opened on Wednesday in the "NEVS Shanghai Industrial Base" in conjunction with the start of NEVS new car factory and innovation center in Shanghai.

In front of about 300 invited guests, a formal opening ceremony for "Tri-Network Initiative & NEVS Shanghai Industrial Base" was held in the G60 Science & Technology Innovation Valley in Shanghai Songjiang District on Wednesday morning.

The fact that NEVS would build a new car factory in Shanghai has been known for some time. The idea is that the new factory will be something of a copy of what is currently being completed in Tianjin, not far from Beijing. Both plants will have a maximum



production capacity of 200,000 cars annually, with 50,000 cars in the first stage.

The new car plant is only part of NEV's venture in Shanghai; On Wednesday, Tri-Network, the initiative of which was taken by NEVS main owner, Kain Johan Jiang, was presented together with other players in education, research and manufacturing.

Tri-network can be described as a whole new ecosystem with intelligent electrical pathways. By combining and exploiting resources in the region, NEVS will be able to start building the new ecosystem in China.

The idea is that the joint work on transport networks, energy networks and information networks will give rise to new ideas and new business models, which in turn can develop the entire electric vehicle industry. This business will be developed in the "NEVS Shanghai Industrial Base", which was formally opened.

And lastly, NEVS AB has sent its Annual Report for 2017 to Bolagsverket (Swedish Companies Registration Office). It shows that the losses were 996 MSEK, about the same as the previous year (993 MSEK).

"This is according to plan. We are in a period with very large investments in new car models and a completely new plant in China. As we haven't started serial production of car you can say that these investments are shown as a loss", Stefan Tillk, CEO at NEVS, comments.

The annual report is available in pdf format at: <https://www.nevs.com/en/investors/financial-reports/>





By the time we got down to the base of the mountain, the rain had stopped. It was still very chilly and windy, however. We wandered down Franconia Notch Parkway, stopping at Echo Lake and the former home of the Old Man of the Mountain. There was a viewing area where, if you stood in just the right spot, you could look through a tiny version of the Old Man and it looked as though he was still in residence on the side of Profile Mountain. We also saw one of the turnbuckles that were used to hold him in place; that the large, thin piece of metal was able to hold the Old Man together for as long as it did was amazing. We stood on the shores of Echo Lake and saw whitecaps. We also stopped in to see a memorial to Governor Hugh Gallen, the first Democratic governor in the state in 50 years. Reaching Laconia, we got something to eat and then made our way back to the hotel; tomorrow we were taking a tour of the lake on the MV Mount Washington.

Tuesday dawned grey, but dry. We made our way to the pier and waited to board the boat. The Mount Washington was formerly a mail ship; she would ply the waters of Winnepesaukee, delivering mail to the various islands that dot the lake. We pulled out of port and began the tour. Some of the homes we saw looked like they had been pulled from "Lifestyles of the Rich and Famous." Some of the houses had larger garages for boats than they did cars. About a half hour into the trip, it began to rain, then it began to rain harder, then it began to pour. Phil, Svenn, Pelle and I beat a hasty retreat to a covered portion of the deck....away from the weather, but we were still able to enjoy the scenery.

All too soon, we were pulling back into port. The rain had become showers again, and we disembarked, taking Svenn for a quick walk before we headed for dinner. Pelle was still riding along in my knapsack...every so often, he would stick his head up out of the bag to take a quick look around and then duck back into his little retreat.

We packed and began to head home the following day. The sun was finally making an appearance. Before we left, I went down to the beach to visit with the ducks. Mama and her brood were plying the lake expertly, with the father swimming in the company of other males under the pier. We did stop at my aunt's old home; it had been turned into an assisted living residence. My aunt was a nurse; I believe that she would be pleased to see her former home turned into a place where folks could still be independent and live out their lives comfortably.

Pulling into the driveway at home, Phil and I reflected on our trip. We had been on two trains and a boat, seen spectacular scenery and experienced winter and spring all in one trip. Svenn drew a crowd wherever we went and Pelle seemed to enjoy himself as well. Roxie ran like one of the Cog Railway trains... steady and secure. Perhaps we'll make the sojourn again when we can enjoy summer throughout the entire trip.

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



People's Choice Winners Cont'd.

1st place 9-3 SS+SC+X #2 Chad Rousseau



1st place 9-7x #12 David & Jan Sprouse



1st place ng 9-3 CV #144 Patrick Donohue



1st place 9-3 Vigen #49 Cooper Pampuch



1st place 9-5 #86 Tom Ledwell



1st place 9-3 Turbo X #34 Julianne Pulvirenti



Amusing story about this one . . .

SOC 2018 Cont'd

The 1st place 9-3 Turbo X winner was announced as Julianne Pulvirenti. Joanne doesn't own a 9-3 Turbo X. Actual winner Kevin Quigley reports: "Just to set the record straight, they called out Julianne as the winner and I was told, 'You were robbed!' After ten seconds of confusion in the room I said, 'Is that a SportCombi?' in a low voice, and then shouted it much louder!"

Julianne found it really funny!



Above, Julianne and Kevin. Below, Julianne and not her car.



People's Choice Winners Cont'd.

1st place ng 9-5 #11 James Jones



1st place 9-4X #83 John Hagan



Just one more. Power group, left to right: Jerry Danner, Peter Backstrom, Sonett owner Ralph Bockoven and John Moss. Photograph by Seth D. Bengelsdorf.



North American Saab Clubs and Contacts

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Colorado: Rocky Mountain Saab Club of Colorado Jerry Danner 519 Lipan St. Denver, CO 80204 303-910-5520 Cell# jerry@milehibodyshop.com www.rockymtnSaabclub.com	Missouri: STL Swede Speed Paul Tuma St. Louis, MO 55429-1202 www.stlswedespeed.com (314) 630-3845 Nebraska: Central States Saab Club Kyle J. Poppert 4015 N St. Lincoln, NE 68510 402-488-5730 Saabarts@aol.com New Hampshire: Vintage Saab Club of North America PO Box 4362 Manchester, NH 03108-4362 sonett1@hvc.rr.com	Tennessee: Appalachian Saab Club Ken Edwards 296 Brethren Church Dr. Jonesboro, TN 37659 423-948-8251 Texas North Texas Daniel Cahill Richardson, Texas 214-662-9048 cahilljdrc@tx.rr.com www.Saabtx.com Washington: Northwest Saab Owners (Washington, Oregon, British Columbia) Dan Morley 15701 Wright Bliss Road KPN Gig Harbor, WA 98329 206-255-8398 www.nwsoc.org blue69sonett@yahoo.com	
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President's Letter

Dear SCNA Members,

I write this letter to you heavily under the influence of Saab. Having recently returned from SOC 18 in Solomons, MD, and just a few weeks later to attend the 19th annual Swedish Car Day at the Lars Anderson Auto Museum in Brookline, MA. These two shows are among the biggest Saab gatherings in the country, and I have met so many new enthusiasts while reconnecting with others from all over the world.



In Maryland, we were pleased to welcome over 200 cars and nearly 400 people to the 36th Saab Owners' Convention. Like so many before it, this year's convention was full of familiar faces as well as new and exciting members of the community. In addition to thanking our title sponsors, Orio the exclusive supplier of Saab Original parts, the Saab Heritage Car Museum USA and eSaabParts.com, there are so many other individuals and businesses who have worked to make both of these events such huge successes. It didn't hurt that the weather held out for us, but it is really the individuals who dedicate their time throughout the year that make Saab gatherings so unique and special. In addition to the tireless efforts of my fellow SCNA board members, I would also like to thank the many volunteers who donate their time and expertise to celebrating the Saab brand.

The Saab Club of North America, Inc.

Sanford Bogage, President
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I would also like to thank eEuroparts for pitching in to help us with an exciting track day. On the track, we were able to see some famous cars like the 1990 Skip Barber car, formerly of the GM Heritage Collection, and a 1964 Quantum IV 2-stroke race car restored by Kevin Pampuch. These amazing cars are owned by Bill Jacobson of Sports Car Service, who also brought his '96 900 Talladega along just for kicks.



Photograph by the author.

Seeing those historic cars drive around the track at high speeds was almost as thrilling as driving my own car around the 2-mile long road track. I have spent time and money improving the performance and handling of my 2011 9-3 Aero, and I was impressed with how it handled on the track. Just wish I had purchased my eSID before the track day!

Mark your calendars for next year's convention in beautiful Colorado. We are still finalizing the details of the hotel, but the weekend that we are focusing on is July 25-28, 2019 and it will be in the greater Denver area. The Rocky Mountain Saab Club is already working on a spectacular mountain drive among other activities you will not want to miss. More information in upcoming issues.

Respectfully,

Sanford Bogage
President, SCNA



Saab Clubs News

Brandywine River Valley Drive

Saab owners! Take a beautiful fall drive to the Brandywine River Valley and join us in Yorklyn, Delaware.

We are gathering at the Marshall Steam Museum at Auburn Heights Preserve on Sunday October 7th, 2018. Target to arrive after 10:00 however the Steam Museum with its collection of over 20 Stanley Steamer automobiles, steam train to ride, model trains and tours of the Victorian House begins at 12:30. Steamin' Day includes kids crafts/activities, and the October "theme" is "Trying Out Tools" and showcases early auto and railroad tools for kids to discover and try (likely a track-building exercise for wee ones). We also have a Firing Up Demonstration at 1:30 -- to show people how to set a Stanley in motion (and why steamers are a thing of the past).

We will gather in a mowed field adjacent the museum's parking lot and the Marshall Steam Museum is offering us a very generous 20% off their \$19 combo



Graphic from the author, Chuck Lage.

ticket which includes the museum, rides on the train and automobiles and a tour of Mr. Marshall's Victorian home.

Take advantage of Tax Free Delaware Shopping!

Hosts (RSVP Please)

Chuck Lage 484-682-3091 (chucklage@yahoo.com)

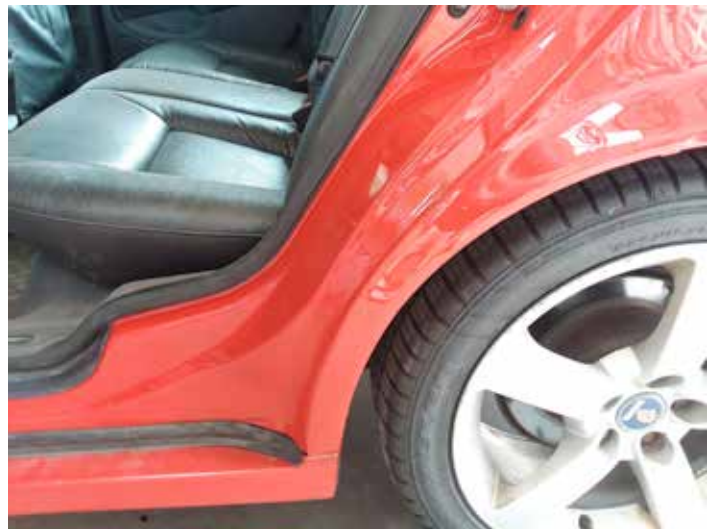
Jim Hutchings 315-525-3703 (saab.geek@gmail.com)

Professional Perspective Cont'd

Once again, we're dealing with preservation and what your goals are. I think if you look at the finished results in the picture you'll see that my dogleg repair is better than adequate. In an effort to save money on the refinishing part of my Aero, I put a side molding just below the door handles so that our painter could spot the base coat color and then clear coat the bottom half of the panel.



I paid the body shop \$1000 to paint both front fenders, front bumper, and spot the paint on the bottom half of both quarter panels and hatch. I believe, in my case, that I have



spent about a total of \$1500 to have my Aero looking great again.

Preservation needs to be a "now" decision before it's too late whether we're talking about mechanical issues developing or rust overtaking the appearance of your Saab and its integrity.

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



Saab Clubs News Cont'd

The Saab Club of Edmonton (Canada) has been active since 2010, meeting on select weekends in the "snow-less " (or less snow?) time of the year for a picnic and socializing. Although we have over 80 individuals signed up on our mailing list, it is hard for many to attend summer weekend events, and this year we decided to test some mid-week gatherings.

For our inaugural evening social, a small contingent of Saabs assembled on a very pleasant Thursday evening on July 26th, at Oliver Square in central Edmonton. Six cars attended, led by Jason Webb, our Club President and tireless organizer, with his 1993 900 Commemorative coupe (# 3 of 15 to Canada). Curtiss and Carolyne McLeod brought the only convertible with their 1994 900 Commemorative edition (aka the 2017 convention Bob Sinclair Award winner), Charles Turinek arrived with his "new" 1987 9000 S (only 73,000 km on the odo), Elizabeth and Gerry Lewis brought their beautiful 1992 900 Turbo (which Elizabeth still drives nearly every day!) while the newer generation Saabs were represented by Jake Ujack - with his immaculate 2011 9-3 XWD Turbo, and lastly a mystery member and his 2003 9-3 Linear project car!



Photograph by the author, Curtiss McLeod.

Although the event attracted fewer attendees than expected, we'll continue to get the word out, hopefully with another evening gathering and then a fall wrap-up perhaps including a tour of the local countryside.

Below is what happens when you put out a notice on Facebook regarding a meeting near Austin, TX. With little to no planning, an astounding 15 Saabs descended on the IKEA parking lot. Of course, it being a Saturday, there was no parking available at IKEA. So we adjourned to the neighboring JC Penny parking lot.

Some steamy time was spent ogling the cars, and then much of the group adjourned to a nearby BBQ place for dinner and conversation.

As you can see, we had a 95, 96, a couple of 900s and there was even a unicorn 9-4X in attendance!

Photograph by the author, Seth D. Bengelsdorf.



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

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

Mail ads with full payment to:

SB Productions
Saab Classified Ads
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Austin, TX 78727

NINES can also place your ad on The Saab Network (Internet classified ad) for you. Your NINES classified fee covers listing in both locations: \$30 for cars, \$20 for parts, \$15 for wanted, for up to 150 words (on the internet.)

Autos for Sale

2011 9-5.

Color: Grey - Trans: Automatic - Mileage: 114,000 - Price: \$7,500.
Twokeys, CD/FM/AUX. Arizona car, sunroof, heated memory power seats, beige interior.
Contact: John Calvi, Putney, VT.
Email: calvij@sover.net.
Phone: 802-387-4789.

2008 9-3 Aero V6.

Color: Nocturne Blue Metallic - Trans: Automatic - Mileage: 54,000 - Price: \$14,000.
This is a custom Saab Aero. Tires are great, recent transmission coil pack and fuel pump. Upgraded to a Kenwood 7 inch touch screen with Saab park assist.
Contact: Rob McGrath, Hampton, NH.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18070137651rmcgr>
Phone: 603-814-9374.

2007 9-3.

Color: Black - Trans: Manual - Mileage: 99,950 - Price: \$5500.
Some scratches/wear and tear, but the engine is in very good condition as I have babied it through the years. Clear title. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6287>
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#18061119551wmurr>
Contact: Walter Murray, Atlanta GA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18061119551wmurr>
Phone: 813-494-8532.

2003 9-5 Aero.

Blue, auto, 2.3 4cyl., 91k miles, rust-free, exc. cond. \$2,700. Great, reliable car; moving and downsizing. Car is in Youngstown OH, could be in Philadelphia. Photos, etc: Susan.Khawaja@gmail.com.

2001 9-5 Aero.

Color: Silver - Trans: Manual - Mileage: 57,101 - Price: \$8,900.
Rare opportunity to own an immaculate aero with 57k. It has had 2 owners and spent most of its life in Scottsdale AZ. Extremely well maintained. It is 100% original with no modifications. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#18090361951sgusi>
Contact: Spring Gusick, Longmont, CO.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18090361951sgusi>
Phone: 303-775-2465.

1996 9000CSE.

Color: Green - Trans: Manual - Mileage: 118,521 - Price: \$3500.
Downsizing the fleet as we are moving overseas and I can't take this with us. Two things need fixing: ABS and fore-aft motor gearbox on front passenger seat (have new motor.) Front struts were replaced at 108K, best shifting manual in my fleet. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9000.html#18061009551jsuth>
Contact: Jeff Sutherland, Mogadore OH.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18061009551jsuth>
Phone: 330-628-2102.

1995 9000 Aero.

Color: Silver - Trans: Manual - Mileage: 111,905 - Price: \$10,500.
California car owned by a Saab enthusiast. The underside of this car is in great condition! The exterior body is in great shape as well. Everything works on this amazing car with the exception of the left rear passenger power door lock. More photos available in classified gallery: <http://www.saabnet.com/tsn/>

[members/gallery.html?memberID=6309](http://www.saabnet.com/tsn/class/9000.html#18072266751lmart)
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9000.html#18072266751lmart>
Contact: Leon Martin, Chula Vista, CA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18072266751lmart>
Phone: 619-890-5092.

1995 9000 Aero.

Color: Imola Red - Trans: Manual - Mileage: 97,150 - Price: OPEN.
I am looking for a loving home for this beautiful car. I have cared for it for almost 24 years. All original, including the near perfect paint and sport seats. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6339>
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9000.html#18090131951tgrs>
Contact: Tom Grosvenor, Los Angeles CA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18090131951tgrs>

1979 900 GLE 5 Door.

Color: Blue - Trans: Manual - Mileage: 126k - Price: \$4979.
This gem has been under the care of my father who has been a Saab mechanic for 50 years. He put a 5-speed manual transmission in it one year ago and tune. Lots of pictures here: <https://m.facebook.com/saab.eastvold?ref=bookmarks>
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#18061891651meast>
Contact: Micah Eastvold, Colorado Springs, CO.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18061891651meast>
Phone: 720-589-3848.

Parts and Miscellaneous

900/9000/9-3/9-5.

Independent Saab specialty shop with a shipping container full of used parts for 900s, 9000s, 9-3s, and 9-5s up to 2003. We would be also be open to wholesalers at a bulk discount, pennies on the dollar. More photos are available upon request. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6292> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#180621robmc> Contact: Vincent Laduca, Pleasantville NY Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=180615vinc> Phone: 914-582-2781.

1999 Saab 9-3 Grill.

1999 Saab grill in good condition. All connection points in good condition. Surface has minor scratches. Need \$50 for part plus buyer pays shipping.

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.

Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#180719thoma> Contact: Thomas Houser, Sheppton, PA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=180719thoma> Phone: 570-384-6294. The Saab Network <http://www.saabnet.com/saab@saabnet.com>

9-3 2007-2011 Touch Screen.

Works fine and is in great shape. It is Sirius XM ready and comes with a 3 month free trial. Disk included. The

aux port will play the music of your choice clearer than ever! Saab charged over \$1400 for the upgrade. It was a \$2100 upgrade on the window sticker! Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#180621robmc> Contact: Rob McGrath, Hampton, NH. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=180621robmc> Phone: 603-814-9374.

Wanted

900 Turbo 16V Throttle Body.

In need of a 900 turbo 16v throttle body in decent condition that fits a MY 1987. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/wanted.html#180729sbrya> Contact: Steven Bryan, El Cerrito, CA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=180729sbrya> Phone: 323-709-6708.

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