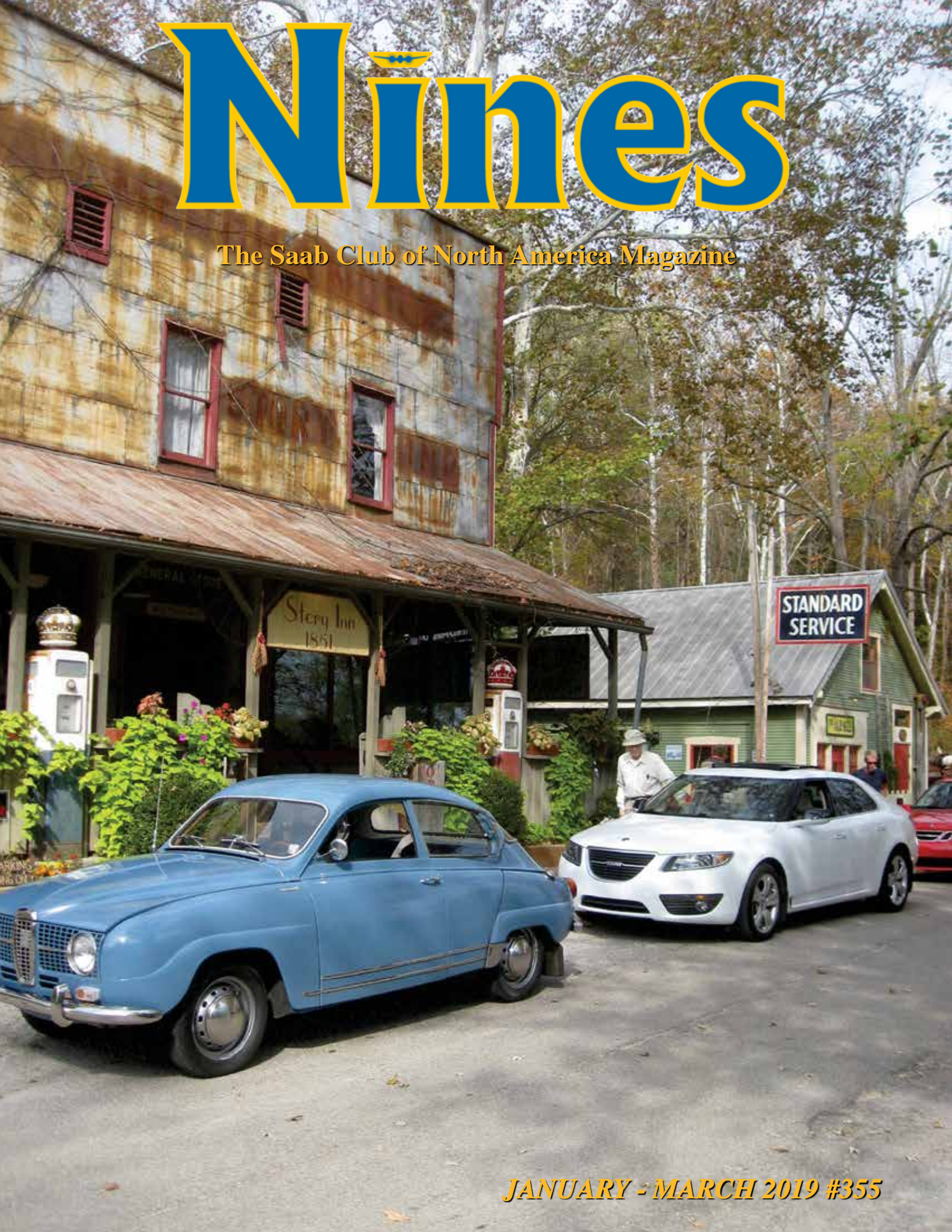


Nines

The Saab Club of North America Magazine

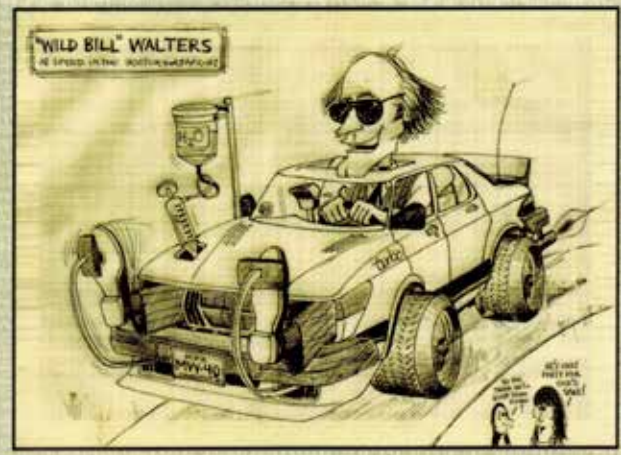


JANUARY - MARCH 2019 #355

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

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Editor's Notes:

Cover photograph is by John Hauenstein, see the story on page 37.

There were a number of fun and unusual Saab related things that crossed my desk. Dan Starner sent me a Saab 96 T-shirt that he created. I think this may be the first freebie I have received as your humble editor in the 14 years I have been in this post, so thank you, Dan. Because the club does not (yet) offer a line of clothing, if you want one for your own, contact Dan directly at 541-937-3056. See a photograph of the T-shirt on page 5.

We saw a number of natural disasters recently. Fires burned a staggering number of acres in California, and many lives were lost or forever altered. A German internet site showed a number of torched hulks, with a specific hatchback easy to discern - see the photograph on page 5.

And I spotted a Saab in an advertisement for a fuller-width rear view mirror in one of the many catalogues that sometimes raise my eyebrows. I'm guessing that the Saab in the

Editor's Notes continues on page 5.

Letters

Trunks to the Fore.

Jamie Swanson's renewal letter prompted me to send a picture of my 86 900S, also with a trunk. I was driving a 99 2 door in 1986 and decided to order a 900 2 door new. I was unaware at the time how rare they are. Mine has never seen snow or salt and I picked it up at Saab's IDS facility in Sweden. The second photo is from when I picked it up after breaking it in, flat out on the Autobahn. Wonderful time and memory.

Ron Raymond
Munnsville NY



Next Lottery Winner!

What are the chances of one Saab owner having two of his Saabs in his driveway on the same day with identical odometers?

I'm thinking I should go buy a lottery ticket.

Robert M. Farrell, Sr.
Hawthorne Woods IL



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ad doesn't come with the mirror. And at \$60 it is more than I paid for my convertible's replacement mirror with the built-in remote to open my garage door.

Alec Baldwin made Saab news - see below left. And be sure to visit Jay Leno's garage on YouTube for a new segment on Jay's 1958 Saab 93 that he bought from Tom Donney of the Saab Heritage Car Museum USA - <https://youtu.be/RsOkabAYres>.

Happy winter in your Saab!



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As reported in Hooniverse: You may have heard that Alec Baldwin recently got into a fight with someone over a parking spot near his home in Manhattan's Greenwich Village. The fact that this happened will no surprise anyone who has ever attempted to street park in the Village. Equally unsurprising is the fact that Alec Baldwin (60!), allegedly punched someone. But there are two surprising things here: first is that Alec Baldwin street parks his Escalade daddy mobile and the second is the type of car that the alleged victim drove.

The car belonging to the alleged victim is one of 600 Saab Turbo X SportCombi's sold in the United States. And it looks to be in great condition despite being sometimes street parked in New York City. It even has a little Ferrari-eque moose logo on the side.

Only 2000 of Turbo Xs in sedan and SportCombi form were built in 2008. 600 of those made their way to the US.

Alec sure knows how to pick 'em. Alec pled not guilty. He said he pushed the guy, but never hit him.

From the Archives

By Bruce Harbison

Here are two (shortened) articles about the model 99 sold in the US from 1969 through 1980. The first, entitled "Returning to Rally" is taken from NINES #260 for November/December 2002, written by Andrew Steere in the "Saabs in Competition" section and the second, authored by Larry West from his "Classic Corner" series appeared in NINES #258 in July/August of the same year. The editor and publisher of both issues was Stephen Goldberger.

Returning to Rally: Saab Team Looks Back on Preparing a Car for Competition, after Two Years Away

It only took one look. When Mike White of Dublin, NH, discovered rally in 1986, he was hooked. After all, who wouldn't love a sport where the goal is to drive cars really fast through the woods and try not to hit trees or rocks? And if you do, glory waits for you back at the service area: the more damaged the car that drives in, the more applause you get. It's all up to the crew to put the car back together again in time to get back out there. It's great.

Mike got to work. He decided on a 1980 Saab 99 as his rally car. After building the car in late 1997 and early 1998 using parts of Ted Mendham's old 99 rally car and a rust-free southern shell, he competed in several events and developed a team of like-minded car-loving, speed-craving fanatics to help him. RallyHo Motorsports was born.

At Maine Summer 2000, RallyHo had one of their best drives ever. As Mike's family grew, he knew he was going to have to take some time away, and he was determined to leave his mark. He did. The 3rd in class finish was a team best. But the car took a beating to get there.

Two years later, RallyHo was ready to return to the logging roads of Maine. The team had secured a primary sponsor in preowned Saab specialists Saabs.com of Amherst, N.H. who were eager to help out a fellow Saab enthusiast and promote their sales and service of classic 900 and current Saabs, and jumped on board. Now all that remained was preparing the car.

The car didn't look bad--fix a few dents, put in the new engine, and tackle a few odds and ends, and the car would be ready to go. The estimates turned out to be just a little optimistic. Upon further inspection, Mike and crew chief Brett Rudolf, moonlighting from his usual racing role as a tire changer on a NASCAR Modified Tour team, quickly

realized the rough logging roads and Mike's inspired drive at Maine 2000 had taken their toll on the car. The punishing rocks and pounding bumps had loosened every bolt, shaken every wire and bent parts previously thought unbendable.

Mike and Brett first turned their attention to the brakes. Late in the 2000 rally, one of the brake circuits failed. The team "repaired" it using a hammer and pliers by crushing the line so it wouldn't leak any more fluid. When the rear brakes and suspension were inspected for this year's event, Mike discovered it wasn't a seal or line failure, but actually two failed calipers. Rocks had somehow got inside the rear calipers and chewed them down until fluid leaked out the sides.

Rear brakes are a must. Mike called Rick Shreiber, owner of Import Parts Specialists in Boise, Idaho. After some discussion, they decided the best route would be to upgrade all four corners of the car with new calipers and lines. Vented rotors, hubs and calipers from a 1986 900 Turbo were chosen for the front, increasing the brakes' ability to get rid of heat as well as dropping a few pounds per side. New stock hardware was fitted to the rebuilt rear axle. Late 99s have the same setup as 900s. Stainless steel lines and a fresh transfusion of high-temp brake fluid finished the job.



Not the Saab in question, but a 99.

A 1984 Saab 99?

One of the obstacles the team had to overcome is the car's age. New SCCA rules prevent cars that are more than 20 years old from competing in a Pro Rally.

From the Archives Cont'd

(Older cars are still welcome at Club Rally events, and certain pre-1972 cars may enter as Historic vehicles in Pro events.) Remembering that Saab built the 99 until 1984 for the European market, then continued with the 90 for another two years, the team researched trim and equipment needed to update the car to 1984 European-specification Saab 99. Fortunately, Saab is not a company that needlessly makes changes to its product line, and the task of making the car look 'visibly similar' to a 1984 model was astonishingly simple.

Ready to Rally

It took the team four months, two engines and weeks of running on very little sleep, but the RallyHo Motorsports team was ready for the Maine Forest Rally. With just hours to spare, the car was loaded on the trailer, and the team headed for Maine. Of course, as with anything rally, the adventure was just beginning.

Breaking into a 99

"Now, before you get all concerned, nobody has broken into Tomten, my 1980 99 Gli (Tomten comes from the Swedish word tomte meaning brownie or pixie. Adding -n makes it the brownie. Tomte, or specifically jultomte is also what the Swedes call Santa Claus). However, I did have to break into the glove box!

Sometime early in April, the glove box latch broke. I had been using it almost daily, and shut the door only the day before, with tools, documents, etc. inside. Now I couldn't open the glove box. The knob rotated properly, but there was no resistance or spring action. Repeated locking & unlocking did nothing. I eventually decided I had to break into the glove box. But I did have one concern.

Those of you with 99s know that one of the first things that breaks, if not the first thing, is the plastic "cable" that prevents the glove box door from overextending. Sometime about 1979, Saab determined that this was a problem, and replaced the plastic cable with a braided steel one. The important thing is that if you've got one of these that is good, you want to keep it that way. Most of the 99s I see have the cable (either type) permanently fixed to the inside of the glove box and the door, making them essentially a set. Removing the cable will almost certainly result in the breaking of either the door or box, but at the very least, the inability to connect a new cable. With that in the back of my mind, how do I break in, yet preserve the door, cable & box?

The whole glovebox is screwed to the dash with several fasteners, most of which are behind the closed door, so that was out. The three door hinges are pretty flimsy, but not easily accessible. The latch is held in by a single screw, but it was on the other side of the door. Eventually, I decided to try and disassemble the latch. I had others, so replacing it was not an issue, but breaking this one without breaking the door was a big concern.

First thing was to pull off the rubber knob to see what was behind it. Perhaps there was a nut or something there. Pulling the knob revealed a spiky cylinder (the spikes go into the knob so the knob can turn the cylinder), but no nuts. The lock cylinder is apparently crimped into the latch mechanism. The only way out was to destroy the latch. I tried to gently prise the crimp back, but it broke off at the base of the crimp. Again, not a big deal as I had spares. After going all the way around the crimp, the lock cylinder was loose and came out. I still couldn't see what the trouble was, and the door was still firmly latched.

Close examination of the back of the cylinder revealed three dots, possibly casting marks, but one was a little different than the others. Looking into the remaining parts of the latch, I saw the plastic latch in the back. A small screwdriver allowed me to release it and open the glovebox door. Close inspection revealed that there was a little piece of metal in the latch that apparently broke off the back of the lock cylinder, preventing it from operating the latch! I then removed the latch mechanism from the door and replaced it with a spare. Fortunately, Saab did not key the glove boxes on the 99 & Classic 900 to the rest of the locks. The glovebox lock cylinder has just one tumbler, and it's the same for all 99s & C900s. It is possible, however to install the proper tumblers (if you have spares) in a C900 glovebox lock to key it with the rest of the car.

Keep this in mind the next time you slam that 99 glovebox door shut. These cars are getting older, and parts are harder and harder to come by. Probably the best solution is to just rotate the latch open when closing the door so that there are no shocks to the 20+ year old parts!"

Well done, Larry!



In Memoriam

From Andy Fedorowski :

I regret to inform you that Monty Tarr of Catlin, Illinois, died. You may remember Monty as the person who donated his GT750 to the Trollhättan Museum, a car that was missing from their collection. He worked at Gibson Motors in western Indiana for several years after he retired from his previous employer.

Monty was originally from Peoria, then moved to the Danville, Illinois, area to work for HYSTER (forklifts). Monty was fluent in Spanish and dealt with Hyster Dealers in Central and South America. Always the "gear-head," Monty's most recent collection included a 78 Saab 99 5-Door, a Land Rover Discovery, a VW Westphalia, and a recent Jaguar. Monty was involved with Margit Adler when she headed up the Illiana Saab Club.

By the way, when Monty donated the car, he insisted that they keep his Illinois license plates on the car. The last time I was at the Museum it had his plates and a placard indicating his donation.



Author Tom Roush died recently and left behind Saab bodies and quite a few parts. Being Saab-illiterate, his family cannot describe them in a way that would help you know whether they might meet your needs. But if you are willing to come to Roy, Washington, to identify and help sell what remains, his family would be incredibly grateful. For more information, please call 360.202.7403.

"Transmissions from God" (reprinted, with permission, in the next issue of *NINES*) is one of many stories from the book *Stupid Things Papa Did when He Was Younger*, which is available on Amazon. We published a few of Tom's stories in past *NINES*. The book includes many more stories and, although they aren't all about Saabs, they're all delightful.

Monty J. Tarr
May 01, 1948 - October 08, 2018

CATLIN - Monty Jay Tarr, 70, of Catlin, Ill., passed away at 12:06 a.m. October 8, 2018, at OSF Sacred Heart Medical Center.

He was born May 1, 1948, in Peoria, Ill., to Wilber James and Lillian Victoria Tarr (nee Duffel).

He graduated from Bradley University with a B.A. in International Studies in 1970, and married Patrice Lynne McClellan on June 12 of the same year.

He is survived by his wife, three children, Ellen (Mark Wanek) Tarr of Rockford, Yvonne Tarr of St. Louis, and Jay (Elizabeth) Tarr of Indianapolis. Pat and Monty have one grandchild, Dean Tarr (Jay and Elizabeth). He is survived by two sisters, Phronia (Jerry) Hart and Shelley Damitz, as well as five nieces and nephews, Jim (Jane) Hart of Florida, Jeri (Tony Wanek) Hart of St. Louis, Blake (Teri) Hart of Peoria, Cassi (Rich) Hart of Texas, and Michella Damitz of Wisconsin. He is preceded in death by his parents and an older brother, Jimmy.

He was an employee of Hyster for 28 years as a marketing manager in the Latin American Operations division. Monty will be remembered for his love of cars, cooking (Christmas without caramels isn't the same), and most of all, his family and friends.

Family services at First Presbyterian Church of Danville with Pastor Ann Schwartz officiating. Robison Chapel in Catlin is handling service details.

In lieu of flowers, memorials may be made to Doctors Without Borders or First Presbyterian Church of Danville. Online condolences at www.robisonchapel.com.

Published on October 9, 2018.



Photograph provided by Bruce Turk.

From Scott Prentice:

It is with regret that I report the passing of Dave Hosmer. He died at home after long illness. He is survived by his wife Judy, sons Stan and Tom, as well as a host of Saab owners over the decades that benefited from his labor, help, advice and not a few used parts. My list of good and loyal friends is shorter and the Vintage Saab community is diminished by his passing.

There are no immediate plans for a memorial or service at this time.

Saab Clubs News

By Ed Treijs

The Saab Club of Canada's Fall Colours (yes, Canadian spelling) Tour was held on Sunday, October 14th. It is impossible to know ahead of time when we will get peak leaf colours in our part of Canada. It varies both by the particular weather we get for any given year, as well as geographically over surprisingly small distances (as the Saab drives, anyway). As a further complication, Canada's Thanksgiving holiday is always the second Monday in October, which is often the peak leaf colours weekend! But we don't really want to interrupt what is a major family holiday weekend with an all-day club event. Typically, the Club chooses the Sunday after the Thanksgiving Day weekend to hold its event, and that is when we set it for 2018.

This year's Tour was planned by long-time Saab owner Stan East. As he had explained when he first volunteered to organize the tour, a few months ago, the final route would be determined only a few days before the long-publicized date of the event. (Stan also had to skip the Corvair club's fall colours tour, which was held on the same day. He is not the only

Saab Club of Canada member with interests in both Saabs and Corvairs--is this some secret society, I wonder?)

Based on the prevailing distribution of leaf colour change, the route was mapped out generally northwest of Toronto, starting high up on the "roof of Ontario" in the town of Shelburne (elevation 500 metres above sea level, almost). The route travelled through Mennonite, and wind turbine, country, until it reached the edge of Beaver Valley, which has been described as "a big pie slice taken out of the Niagara Escarpment." We followed the eastern edge of the valley on a very narrow gravel road that wound through the Kolapore Uplands, a wooded area that hosts a big network of cross-country skiing in winter. At one point, a driver going the other way in a hurry crested a steep rise and seemed surprised to find a convoy of thirteen cars heading the other way. Fortunately the road was just wide enough to accommodate everyone, and no harm was done.

At the very north end, we came out to a conservation area on the shores of Georgian Bay, which is almost a Great Lake in itself. In the picture



Water just visible behind the cars. Photograph by Elizabeth Stanton.

Saab Clubs News continues on page 36.

SOC 2018

From TheSaabsite

This year's Saab Owner's Convention was, as always, the perfect representation of the diverse community of Saab cars, owners and enthusiasts.

Held in Solomons, Maryland, the event spanned three days — Friday, August 10 – Sunday, August 12 — and included everything from good, old-fashioned car show networking and awards to technical talks and on-site Takata recall repairs.



Orio's CEO Tim Colbeck spoke at the pre-event sponsor's dinner and Jeff Gorenflo led a technical workshop on what the future holds for Saab parts availability, but stars of the event were, of course, the cars.

There were approximately 400 attendees with more than 200 cars on display, ranging from the barely touched classics to the performance-enhanced "tuned" Saabs and everything in between.



Two Model 93Bs were in attendance: Bruce Turk's black 1958 (shown above during the Vintage Ride-

Alongside) and Jim Hutchings's white 1959. These cars have 3-cylinder, 2-stroke engines burning a mixture of gas and oil.

Orio's very own Jeff Gorenflo took second place in the People's Choice awards for his 9-5 Nocturne Blue Combi Aero. With rare Sand Beige Sport-Tech leather seating (only one of two with that build in the USA), the Combi also has Saab accessory window deflectors, all weather floor mats, 18" Turbine wheels, tinted windows and a Stage 1 MIKE D Tune.

When asked about their favorite Saabs of the weekend, Orio staff had a wide range of responses—from older 9-3s and 60s with 3-cylinders to a few of the tuned styles. But the most memorable car far and wide was not even a Saab.

Photos of this black Nissan covered in Saab flare were all over the internet after the event — even featured on an Auto Autopsy video — leaving many wondering what the heck was going on! We have the story...

Long-time Saab enthusiast and owner of Mile Hi Automotive Jerry Danner really doesn't like driving anything other than his Saab but there are times when he has to fly to events (like the SOC) from his home in Colorado and rent a vehicle to get to the show.



Drastic times call for drastic measure. Danner grabs as many of the Saab badges he has lying around his shop and affixes them to his rental car. The best part is he actually returns the cars back to the rental companies with the badges still attached—and he hasn't gotten a complaint yet!

Orio also had a team on-site doing live recall assessments and repairs, especially related to the Takata airbag recall. Orio even gave out free day passes to any Saab owners within 50 miles of the event to come out and get their free recall repairs done



These three photographs, as well as the one of the unusual Nissan at the left, were all taken at the SOC track event. All photographs by Seth D. Bengelsdorf.

while also enjoying the day.

"We were hoping to find some 9-2s showing up for recall repairs and were a little disappointed," said Gorenflo.

In total, Orio did around a dozen or so live recall repairs. Although he admits it can feel like an inconvenience, Gorenflo encouraged owners to just bite the bullet and get the repair done, saying, "It's 100% free and the actual repair probably takes less time than it takes to fill out the paperwork."

Schedule your recall repair today!

<https://safety.saabparts.com>

Before the convention, there was an opportunity to take advantage of Trackday at Dominion Raceway. Driving time on the oval and road course were available.

Special award winners included:

- Dean Gordon – Stoker
- Bruce Billing – Preservation
- Lori DiTomaso – Sinclair
- Jacob Pretzman – Young Enthusiast
- Vintage Saab Club of North America (VSCNA) – Walter Kern



Before the convention, there was an opportunity to take advantage of Trackday at Dominion Raceway. Driving time on the oval and road course were available.

Next year's convention has been announced for Loveland, CO July 25 - 28, 2019. Start making your plans now!

Pursuing Other Interests

By John Kuhn Bleimaier

The fact that there were no Saab vehicles on the field this year at the Amelia Island Concours d' Elegance does not mean that there was nothing of interest to be seen from the perspective of Trollhattan aficionados. Far from it. Of course there were the usual Packards, Duesenbergs, Auburns, Ferraris, Mercedes, Porsches and Bentleys. Many of these exalted vehicles were aesthetically attractive and/or technically interesting.

I am particularly interested in the small displacement sports/racers of the '50s and early '60s which competed against the two cycle Saabs in motorsports events of the postwar classic era. In that particular niche, there was a 1962 Zagato bodied Fiat Abarth with under one liter displacement engine, which would have run against 850cc Saab 96s back in the day. Interestingly the Saabs were at an advantage with two power strokes to every one generated by the diminutive Fiat.



All photographs by Marina Bleimaier.

Another unusual competition car on the field was a 1965 Renault R8 Gordini which had been driven by Emerson Fittipaldi to his first racing victory back in Brazil when he was a kid. I am attracted to hot sedans of the period. This French 1.3 litre (sic) developed 103 horsepower and could reach 112 miles per hour, despite obvious aerodynamic challenges. A wind-cheating Saab 96 could have given the Renault a run for its money back in the day.

This year there was a class for hunting vehicles at Amelia. This included what the British call a "shooting brake" and the Germans denominate a "Jagdswagen." Since I live on a farm, vehicles with an off road capability usually pique my curiosity. Furthermore, I think this type of specialized vehicle bears a certain fundamental kinship with our beloved Saabs. You see, when the first Saab automobile hit



the streets in Sweden back in 1949 there were a lot of unpaved roads in Scandinavia. And, for that matter, paved or unpaved becomes an academic question when the infamous Norse winters set in. Thus, Saabs have always been designed to be uncannily capable under adverse conditions. Further to the hunting vehicle theme, the farmers and the landed gentry in Sweden have a deeply ingrained fondness for the sports of the chase. Sporting arms made by Husquavara in Jonkoping have attained legendary status among nimrods. All this leads me to the conclusion that many Saabs have done duty as hunting vehicles and would have appropriately taken their place in this new class at Amelia.

I had two favorites among the hunting vehicles assembled on the green behind the Ritz Carlton at Amelia Island this year. The Porsche 597 was an outdoorsman's delight with open coachwork, seating for four, extra low gearing and a willing sports car engine placed over the rear driving wheels. Yes, this off-roader, capable of climbing a 60% grade, was not a 4X4 but a rear wheel drive 4X2. I have long been of the opinion that America's current love affair with all wheel drive is more a fad than a practical necessity. My front engined and front wheel drive Saab has often shown her heels to SUVs when the going gets rough. The Porsche 597 Jagdswagen is a lineal descendant of the Volkswagen Kubelwagen military vehicle which got through mud and snow where the Wehrmacht's tiger tanks floundered on the Eastern Front during the late nastiness. In any case, the Porsche 597, in peaceful civilian guise, got quite a bit of attention from Zuffenhausen (the Stuttgart suburb where Porsches are made) fans in attendance at Amelia this year.

I was absolutely captivated by the 1928 Armstrong Siddeley shooting brake on display. Externally a woodie wagon, this British motorcar was especially built for King Edward VII at the time that he was the Duke of York. Designed for rough and driven

Pursuing Other Interests Cont'd

shooting on the moors, the Armstrong Siddeley has ample ground clearance and super low geared rear wheel drive. The passenger area is set up to transfer up to six sportsmen or women and their fine side-by-side shotguns. Alas, the Armstrong Siddeley firm has long ago disappeared from the scene, as so many fine British manufacturing concerns. We of the Saab fraternity know well that a car manufacturer can disappear from the scene for reasons which have nothing to do with the inherent quality of the product. Be that as it may, the fact that a member of the royal family would have chosen an Armstrong Siddeley as opposed to a Rolls Royce or a Bentley is worthy of note. Back in the day the House of Windsor prided itself in being understated in their choice of conveyance, as distinguished from the extroverted arks of the showy nouveau riche. Likewise the royals of yore would tend to shoot a Stephen Grant or Frederick Williams smoothbore as opposed to a glitzy Purdey or Holland & Holland. In any event, this fine hunting vehicle from Old Albion was my personal overall favorite on the show field at Amelia this year.

Now of course, in a best of all worlds, assuming I was a scion of the blood, I would personally have custom ordered a woodie Saab type 95 shooting brake with special accommodation for my twenty bore Thomas Bland side-by-side. Now that is class. Yes, there will always be a Sweden... and an England, for all that.



Springtime in Sweden

Visit to the Motherland Part 2.

By Evan Acuna

I won't mention the name of our rental car company. I will say that the cost bordered on the absurd—about \$400US for two days, including insurance, for a compact. I will also say that, while I reserved a “Volvo V40 or equivalent” with a hatch and manual transmission, I was initially offered a Toyota Auris (hybrid drivetrain and auto trans) as my only option. I protested, at first to no effect. Then I insisted that I had reserved a manual vehicle, and, whether or not an Auris was really equivalent to a V40, an automatic transmission was certainly not equivalent to a manual one. This logic prevailed.

To be fair, the automatic Auris was probably an “upgrade” offered to me because no cars in my reserved class were available. The V40 we did end up with was still filthy from its last trip through the Swedish slush, but I ensured the rental agent that I would prefer a dirty Volvo to a clean Toyota. This smug snobbery would prove my undoing.

After a considerable amount of time, we had sorted our rental car arrangements and extricated the V40 from its tight garage in the trendy Södermalm section of Stockholm. The car seemed great at first. I had my usual new-car gripes (vague clutch, distracting stop-start feature, poor rearward visibility, nonexistent feel from the electric power steering), but for the most part I liked the thing. Black and squat with snow tires mounted on black steelies, it actually looked a little mean. It turns out it was.

Our delay at the rental office meant that we were driving through Stockholm's morning rush hour on unfamiliar roads. I am something of a “traditionalist” (read luddite), so we had no sort of GPS—just my hazy memory of directions cribbed days before from Google Maps. I had tried to memorize the look of important junctions using Google Street View, which usually works well for me, but this approach left me with no option but to drive in aimless circles and struggle to ask directions when an unexpected road closure thwarted our course. In this instance, too, others' English proved more useful than my Swedish.

The only true problem, though, came in the form of a total electronics malfunction as we were still navigating the tail end of Stockholm's rush hour. At first I thought there was really something wrong. The speedometer dropped to zero, along with the

fuel gauge. The radio shut off. The power windows wouldn't work. Warning lights illuminated on the dash. Panicking slightly, I exited the highway and stopped at a gas station, where topping off the tank revealed that it had already been full. Restarting the car led to even less functionality. After waiting a few minutes, the radio and gauges came back. But they quickly went out again and would not return reliably for the remainder of the trip.

We debated the possibility of making a help call, but neither of us had international cell phone service and we were on a tight schedule. We pressed on. At one point the radio started playing some awful music and it was, of course, impossible to turn it off, but at least it wasn't particularly loud. We even lucked out a couple times and had some good classical and jazz music come through at a reasonable volume, through no conscious effort of our own. The whole experience was somewhat eerie but not altogether unpleasant. I did irritate other drivers with my excessively slow pace near speed cameras, but I'm sure they would have been doing the same thing in a strange car with no functioning indication of vehicle speed.

I actually came to like the little miscreant of a rental, which we determined was simply punishing us for going all the way to Trollhättan to visit the Saab museum without making any plans to visit the nearby Volvo museum in Göteborg. In truth, I would have been very happy to pay a visit to the Volvo museum as well, but, again, we were on a tight schedule, having taken only so much time off from work, and we had to keep our priorities straight. The car wasn't happy, but it could have done worse.

The little Volvo did ultimately get us to our destination and back safely, which is what matters. It's worth mentioning, too, that Sweden is still brimming with these things. There are Volvos we can hardly fathom here in America—stick-shift wagons galore, exciting colors, stripped-down models reminiscent of when you could still buy a 240. Sweden clearly still has an affinity for the cars from Göteborg, and Chinese ownership of the company does not seem to have negatively impacted this commitment. But while our V40 was decent enough, I did have to ask myself why, except for perhaps the nationalistic knee-jerk that keeps mediocre Chryslers flowing through US showrooms and crummy Fiats selling in Italy, would anyone choose a modern Volvo over other current options? And why had a country seemingly bent on the perpetuation of Volvo cars as a cultural staple let Saabs slip by the wayside? After all, with the notable and gloriously glaring exception



Overhead view of some of the later-model examples in the collection. Photograph by the author.

of Trollhättan, Saabs did not seem much more common in the urban areas of Sweden than they did in many other cities throughout the world.

Though they never sold as well in Sweden as the Volvos produced by their southern neighbors in Göteborg, Saabs still stood for the same archetypally Swedish values of safety, conscientious design, and thoughtful purpose. The real magic of Saab, though, lay in its fundamentally human approach to designing cars. In this way, for all of Trollhättan's importance to the company's success, the real secret of Saab cars was something even more simple and timeless than the timbre of their adopted city: it was the human touch, the influence of individuals, the will of the people. Maybe Saabs, tragic heroes of chutzpah and conviction, were simply too human for Volvo drivers.

The industrial history, the social dynamics, even the underlying geology and hydrology—the physical and sociological topography of Trollhättan exerted significant influence on Saab's direction over the years. More broadly, there were certainly underlying characteristics of Swedish life that informed and shaped Saab's approach to designing cars.

Ultimately, though, the company's trajectory of innovation and ingenuity, as well as its eventual and perhaps inevitable downturn, found its basis in the very individuals at the roots of the organization.

Perhaps the ghost of Nietzsche would bemoan Saab's all too human fate. But who cares. Let's let the patron saint of Saab live on as Ljungström or Carlsson or some other hardheaded, unabashed example of just what we can accomplish when we follow our hearts to the unrelenting end. Saab had its fatal flaws just like all of us. And while I'll be in the celebration line with all of you if NEVS gets off the ground in a big way and Saab engineers get a hard-fought 'nother chance to strut their stuff, I'll also remember the company forever as the tough little guy—wise beyond his years—who went down swinging with a glimmer in his eye and an ineradicable smirk on his face. The crescendo of a two-stroke fast approaching, the fading whisper of a turbocharger's compressor hanging in the turbulent wake of a 900 Turbo—these are not the sounds of spirits fading gently into the night. These are battle cries. Rage, rage! as Thomas would urge. The exhaust lingers for just a moment—its smell somewhat strange, its warmth distinctly alive.



The Doctor is In

By Kelly R. Conaty, MD, MBA



Simple Leather Care and Repairs

We love our Saabs. We derive great pleasure from showing them off to each other and to others who know little about our cars. We try to keep them running well and mechanically sound, maintaining them to the best of our abilities and budgets. We love how they perform and how they look. We wash and wax and detail them and take photos of them. But there is one thing that many of us neglect, and that is our interiors, especially our leather seats, and specifically our drivers seats. Why do we neglect our leather seats? I guess it is for a multitude of reasons, not the least of which is limited time, budgets, and lack of expertise. Many of us might believe that making repairs, both simple and more complex is beyond our capabilities. In this introductory article I will focus on simple leather care which will not only extend the lifespan of our seats, but make them look better too. I'll wrap up the article with simple and inexpensive methods to make simple repairs. In later articles I will discuss more complex techniques and repairs, all of which are easily handled by the average DIY'r. Most of what I will convey are opinions and techniques that I have developed over the years, not only with Saabs, but with other cars as well. I will dispel some of the myths about leather care based on my research and experience. I realize that people may have strong opinions about leather care, and how to preserve and protect the leather, but my simple techniques will keep your seats looking good for a long time, and inexpensively as well. I am not explicitly endorsing any particular product, but the products named in the article are the ones that I use; there may be better products out there but I don't feel the need to change or look elsewhere.

We use and abuse our seats. In and out of our cars thousands of times a year multiplied by many years of use subject the seats to a lot of wear, seen and unseen. If you think about it, our leather seats have to be much more durable than jackets or luggage; they must stand up to much more abuse. For example, many of us wear jeans which are the worst abrasive material that you can subject your seats to, and for lighter color seats many times leave stains from dye transfer from our jeans. We drag our fat rear ends over the bolsters without thought, so it is no wonder that they show the most wear. We wear shorts and short sleeve shirts, allowing our body oils to cause chemical break down of the protective leather surfaces where our legs and arms touch. Cracks form and collect particulate dirt and dust, the protective surface of the leather wears down, and the matrix of the leather is exposed. Eventually, holes wear through the

leather. Soon, the wear is so bad that the only option is to replace the seat skins, a job most DIY'rs leave to the upholstery shop, and that means big bucks. Additionally, UV damage from the sun works against us, so later on in the article I will mention a specific product to protect against UV damage. Another sad fact is, that over the later years of Saab production, the cow hides used became less and less of a premium leather, and even some of the seating surfaces were constructed of vinyl to look like leather. Also, many of us acquired our cars after the previous owners had neglected their seats. We can, however arrest the wear and breakdown, and make simple repairs to make the seats look good again.

Virtually all modern cars including our Saabs (with few exceptions) with leather seats will have leather that has been dyed (colored) and coated with a clear coating analogous to the base coat and clear coat on the exterior of the car. What you see and sit on and clean is not the actual leather surface, but rather, the coated surface. This surface of the leather is meant to provide uniformity, durability, and resistance to stains and liquids. If the surface is intact, it doesn't matter how many different conditioners or moisturizers you use, you will be doing little good. As a matter of fact, most people use conditioners without cleaning first, or use a combination cleaner/conditioner. They repeatedly use the conditioner over and over again, locking in dirt, body oils, and impurities to cause further damage. You can take the most expensive leather moisturizer on the market, and you can rub it into the least expensive leather seat and you will not have accomplished much. The automotive care industry has little incentive to let on that these products do little to preserve your leather seats. There are a multitude of leather conditioners and moisturizers at different price points that the companies will be more than happy to sell you to separate you from your money. These products sometimes enhance the appearance and make the seats look more uniform and less dull, but they do little to actually moisturize or condition or prolong their service life. Also, everyone has an opinion on which is the best conditioner. Just check out any car care forum, and you will quickly realize that, ahem, just like a certain part of the body, everybody has an opinion on this. The simple fact of the matter is that if your seats are dry and hard, there will be little that you can do to correct the problem short of dunking your seats in a swimming pool to make the leather soft and pliable again. Still, it is never too late to start; you can take what you do have and arrest the deterioration and preserve it and make simple repairs to make it look more presentable.

I put the cart before the horse above by discussing conditioners because everybody looks for the quick fix. I don't use conditioners at all. The best thing that you can do for your leather seats is to clean your leather, and clean it properly and often, even weekly. Cleaning properly does not need to be complicated or expensive. Again, the car care companies are more



than willing to sell you a multitude of products that you don't really need. You should start out by vacuuming the chunks. You will need a decent leather scrub brush. You can get one like the one from Amazon for five or six bucks. Next, you will need a decent cleaner. The best cleaner in my opinion is Mequiar's Super Degreaser All Purpose Cleaner.



wear areas on bolsters and other wear areas and cracks and in less than an hour make them look new again. To do this, you will need some simple supplies: 600 grit sandpaper, Isopropyl Alcohol Leather Recoloring Balm, some vinyl gloves, an acrylic finisher top coat), and some microfiber towels. To begin, lightly sand in one direction the area that you want to repair. You just need to scuff the area. The dye will adhere to worn areas just fine, but you also want it to stick to adjoining areas when you blend in the dye. I recommend sanding from seam to seam, or do an entire panel of the seat in case of a minor color mismatch of dye. After sanding, wipe down with a microfiber cloth, then wipe the area with the isopropyl alcohol. This will ensure that any residual oils or conditioners is completely gone. Next, with your gloved hand, scoop out a bit of the Recoloring Balm and start rubbing into the worn area, the worst area first and then blending out into the surrounding area on the seat panel. Repeat as necessary to fully cover the worn areas and any cracks until you are satisfied that it looks good. You really want to work the balm into the defects. When done, rub any excess balm off the area with a microfiber cloth and buff the area with the cloth until the surface is smooth to the touch. After giving the area thirty minutes or so to fully dry, you can coat with the acrylic clear coat. Give it a day to dry, then wipe on the best UV protectant that you can buy, 303 Protectant. That's all it takes for a simple repair of bolster wear. Dark seats are easier to repair than light seats, just because it is easier to trick the eye when the color does not match perfectly. Still, if you take an unsightly area on your seat and make it less noticeable at first glance, you will be pleased with the repair. You can easily take a seat like and without much effort make it look great.

I hope that this article serves as an inspiration to try to make your seats look better. Experiment on them, as there is nothing magical about working with your leather seats. In subsequent articles I will discuss more complicated repairs such as repairing holes, filling cracks, complete re-dye of seats, and steering wheel refinishing.

The Doctor is In continues on page 19.



All photographs by the author.

It's cheap, you get a lot of it, and you can use it for all sorts of cleaning duties. Stay away from combination cleaner/conditioners. Griot's Garage Leather cleaner and Chemical Guys have similar products as do many other companies but you don't need to buy specific leather cleaners. You'll need to follow dilution instructions and always test the cleaner in an inconspicuous place. If the seats are really dirty, scrub with a brush, do a section at a time, and repeat several times if necessary. After the seats are really clean, it will take less time to keep up with them. You should at least wipe with a damp microfiber cloth once a week. Some of the areas of the seat, like the bolsters, may look a little worse once cleaned. This where simple repairs will go a long way towards making your seats a lot nicer looking.

Once your seats are clean, now is the time to make simple repairs to wear areas. You can take common

On the Column



By **Bob Miller**

Two-Stroke Torque

You may recall my having referred to the “torqueless two-stroke,” but that is not an accurate description. Of course two-stroke engines make torque; they just don’t tend to make it over a wide range of engine speeds. Let’s get technical: The two-stroke engine comes in many flavors, but the most common is the loop-charged type which uses crankcase pressure changes to draw the intake charge from the carburetor(s) into the crankcase, then push it up through transfer ports into the cylinder. The piston compresses the charge, the spark plug ignites it, the expanding hot gas pushes down the piston until the exhaust port is uncovered, and the exhaust exits. There are really 5 things going on: the piston goes down during power, exhaust and transfer, and goes up during intake and compression. Nothing to it, right? It’s really quite elegant, compared to the Otto-cycle engine, known as the four-stroke, which uses a full movement of the piston in the cylinder for each of the four actions: intake, compression, power, and exhaust.

The names come from the number of piston motions required to complete the cycle. The four-stroke requires four movements of the piston to make one power stroke, whereas the two-stroke does it in just two. The latter can turn just as fast as the former, but has twice as many power strokes in the same amount of time; this is why two-strokes make more power from the same size engine (and sound like they are turning faster than they are). They are also simpler, lighter, and easier to manufacture, so why is the two-stroke automobile engine extinct? One might cite exhaust emissions, but, long before this was an issue, the primary disadvantage of the two-stroke was its inherently narrow power band. The two-stroke engine can only make power during the time between the ignition of the fuel-and-air charge and the exit of exhaust gas through the exhaust port in the cylinder wall. The exhaust port must be fairly high in the cylinder to allow exhaust gas to exit before the slightly-lower intake port is opened and the downward motion of the piston pushes the intake charge in through the transfer ports. Some of the intake charge goes out the exhaust port before the rising piston can close it; thus high hydrocarbon emissions. This short

time of pressure on the piston top is the reason for the narrow torque band.

So, two-strokes cannot make low-end torque, right? Wrong! My 1978 Suzuki RL250 trials bike pulls hard from just above idle speed. It just stops making torque (and power) 3000 RPM later. In Observed Trials riding, instant engine response and low-end torque are what is needed to effortlessly pull wheelies and climb over obstacles. The engines are tuned to make their torque at the very bottom RPM range, at the expense of (unnecessary) top end power. Observed Trials is about overcoming obstacles, not about high speeds.

When I first began to drive, my father’s ‘66 Saab 95 two-stroke required a great deal of clutch-slipping to get moving. I did not realize it at the time, because I didn’t understand how engines worked then, but the Saab 850 two-stroke engine was tuned for mid-range torque. It was weak at the bottom RPM range and didn’t really rev all that high, but it pulled strongly in the mid-range and thus made enough horsepower to propel the car. Horsepower is a make-believe unit; supposedly based upon the amount of work that a horse can do in an hour. Engines make torque and we use an equation to calculate horsepower: $\text{Torque} \times \text{RPM} = \text{Horsepower} = 5252$

Thus, horsepower is a function of both torque and RPM; all engines make exactly the same horsepower as they do torque at 5252 RPM (assuming that they can turn that fast)!

OK, so why is the Saab two-stroke tuned for mid-range; why not high RPM, where it would make more horsepower? Because it would make so little torque at low RPM that it would be unable to get moving without very low gearing and multiple gearbox ratios, plus a lot of clutch-slipping. This is exactly the case in road-racing two-stroke motorcycles. Because they are light, they can get away with clutch-slipping, and they have close-ratio, multi-gear transmissions to take advantage of that narrow band of high RPM power. Not so practical for a car, though.

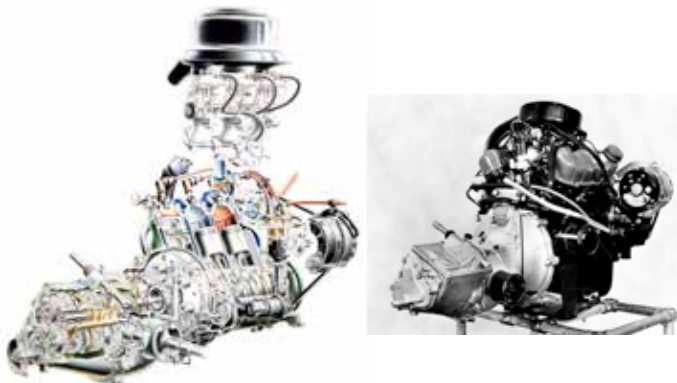
So, why not tune the engine for low-end torque, like the trials bike? I once had the privilege to know Larry “Stroker” Williams. He would drive his two-stroke Saab Sadie to every Saab Club convention, sometimes with an extra engine strapped to the floor in place of the passenger seat! Larry never rebuilt his engines; he just found a used one and got it running and ran it until it blew up, then started again. However, at the Oconomowoc (yes, every other letter is an “o”), Wisconsin Saab convention, Larry appeared with a Saab 92, a model never imported into the US.

On the Column Cont'd

It was rough and green (I understand that they were all green) and had a transverse 2-cylinder two-stroke engine, and Larry let me drive it in the parking lot. I was amazed at how much low-end torque it had; it required very little clutch-slipping to get moving. Then I found out why: it hardly revved at all. How Wee Erik Carlsson could rally the 92 is a subject for amazement, and just adds to his legend, because it made only 25 horsepower from its 764cc, and had a top-speed of 65 MPH. Maybe his was hot-rodded, but mostly it was just Erik.

So, as horsepower is a function of RPM, low-revving engines don't make much horsepower, and high-revving two-stroke engines make a lot of power, but very little low-end torque. Saab wisely chose the middle ground. My 850 engine is much torquier than the previous 750, because the extra 100cc allowed Saab to move the power band a little lower and still make good horsepower, so I'm not complaining.

Saab copied the most advanced two-stroke engine of its time: the 1940s DKW. With the passing of time, technology has advanced, and modern two-stroke development for motorcycles has resulted in much wider power-bands. My 2006 KTM 200 XCW has reed valves in the intake and a slide-valve for the exhaust port, known as a power valve. The combination provides a four-stroke-like power band, pulling almost as well as my trials bike off idle and with a ferocious mid-range surge of power (well, ferocious for 200cc, anyway). The much narrower power band of my Saab just makes me be more engaged in driving it, and the engine does not make power above 5000 RPM, but it sounds like 10,000! What could be more fun?



Three on the left, V4 on the right.

Bob Miller learned to drive in his father's 1966 Saab 2-stroke wagon, and he has been driving it ever since; he loves sharing his enthusiasm for Saabs.



The Doctor is In Cont'd

Remember, keep it simple, keep it clean, and clean often. Don't bother with expensive conditioners and moisturizers that don't really work. I can be reached at kconatymd@gmail.com for questions, advice, or recommendations. Enjoy your seats and Saab on!



Kelly is a pediatric anesthesiologist, new to the Saab game, having purchased his first Saab 4 years ago. He now owns 6 Saabs.



Professional Perspective



By Chuck Andrews

What Have We Learned?

Looking to the future, fellow Saab owners, I think we have a pressing issue regarding the preservation of the Saabs that are still a viable means of transportation. Hopefully, we recognize that we are all in this together from sales of our Saabs to parts and repair, whether it be professional or DIY. Orio has done a good job promoting its "Parts Guaranteed for Life" program. Others are catching a vision of what we can do to promote real preservation. I will cite eEuroparts.com's October internet advertising piece. It shows a picture of a car stranded on the edge of a road with traffic safety cones behind it. The title of this is, "Don't Be This Guy" and at the bottom of the picture it says "Skip your next breakdown." This gets right to the crux of our issue. Reliability! The next page of the ad says, "Preemptively replace these 5 parts to make your Saab stupid reliable." These are the five parts (actually categories) that they list. 1) Fuel pump, 2) ignition coils (DI cassette), 3) crankshaft position sensor, 4) serpentine belt and pulleys and 5) ball joints (suspension parts). I have listed and described these very parts in articles that I have written for NINES in the past 26+ years as things you should be addressing on a regular basis. Are you? I have completed inspection and replacement of these parts as needed in the past year as part of my preemptive maintenance program for my 9-5. Most of these are DIY things that you should not ignore! But there is more than this that needs our attention.

In November, as our 9-5 nears 260,000 miles I keep thinking about the reliability that I depend upon. As a professional in the auto industry, I have witnessed the anxiety that car failures bring. What could I do to increase MY confidence level? For instance, how long did I expect the starter and alternator to last in my Aero? They had never been replaced. I decided since neither is fun or easy to replace, I should do it before we had a failure. I bought a replacement starter and alternator and unfortunately within a short time, my starter began to make strange noises. Now replaced, I have no concerns and ultimately avoided being stranded. I have not replaced the alternator yet but added it to the trunk supply depot that I carry with me just in case. If we had a failure outside my AAA tow range(200 miles), I would not be able to change it myself but would have the part so I could find a



I purchased products from NAPA and Amazon. The Phoenix System test strips on the left and the eOUTIL MT300 brake fluid tester in the center are the best buys and seemed to perform well. Sold by Amazon.com. The brake fluid tester in the center was \$10.89 and the pack of double ended coolant and brake fluid test strips (15 ea) was \$21.99. The tester should last forever and each test strip is used once for each test covering both brake fluid and coolant. 15 test strips could last years if you test once per year. All photographs by the author.

shop to install it so we would not be stranded. As a precaution, I will hopefully get the alternator installed before a failure occurs.

Also in October, I believe it was my local NAPA auto parts store that had an internet ad addressing preservation to the next level for all cars. This ad reminded me and others who expect to make our cars go for a few more years that it is necessary to test the brake fluid and antifreeze. These fluids can become very acidic and may accelerate failures in their respective systems. I realized that it had been almost three years since I had checked mine. My antifreeze should check okay since I replaced the radiator in May of 2017 because it was partially plugged. I did not have anything to test these fluids with until I found that the local NAPA auto parts store could order the test strips for each test and of course Amazon has the test strips and a pen with LED lights to measure the moisture level in the brake fluid. I purchased the two methods that each source offered so I could compare them. (See pictures and explanations).

So now follow me back to the learning part of this. In Nines #260 from 2002, I described one of two experiences. My birthday and our wedding anniversary are the 30th of August and usually on Labor Day weekend. On that day in 2002, Linda and I loaded our recumbent bikes, riding gear and



The test strips are double ended so you use one end for coolant and the other for brake fluid. This is called the copper corrosion level test. The strip has instructions and color chart on the card pictured. The brake fluid end is dipped into the brake fluid as instructed, allowed to soak a couple minutes then the pad color is matched to the card. My 9-5 matched the 100 ppm. It passes but is getting near the change threshold. I believe my brake fluid as tested is ok for now but will test it again next summer. All these tests are easy for anyone to do and will help you plan your preservation schedule. Failure of either of the brake fluid test would be reason to change the fluid very soon.

luggage in our 1987 9000T which was 15 years old at the time with over 200k on the odo and left for our annual anniversary bike ride. We were going to SE MN where we had reservations for the weekend at two different B&Bs. I was driving a Saab 9-3 that we were going to drop off at Meyer garage in IA for some warranty work en route and Linda drove the 9000. Our route was south on I-35 which basically goes from Canada to Mexico through Minneapolis. Can you imagine the traffic on this Friday afternoon Labor Day weekend? By the time we were about 50 miles south of Minneapolis, Linda was starting to have problems with the 9000. Electrical things on the car had begun to fail, like the cruise, radio, etc. We were in touch via cell phone when we got into a construction zone with the 9000 running poorly. Linda somehow was able to get through the traffic and a detour and get the car to a nearby exit where it totally stopped running. I had jumper cables and got the car started but it died immediately. My roadside diagnosis was "alternator and/or battery failure." Leaving the cables connected for several minutes, I got the car running long enough to reach a McDonald's parking lot nearby. With a cell phone consultation with our shop, which was just over 100 miles away, we decided a tow was necessary. We unloaded the 9000 cargo into the 9-3, left the 9000 in the parking lot to await the tow



This coolant strip test will measure the pH corrosion/ acidity level, freeze/boil point and glycol %. The instructions for use are on the card with the chart to measure the color for each test. The test is as simple as removing the yellow coolant tank cap with a cool engine (below 140 degrees) and dipping the coolant labelled end into the coolant. Remove, wait 30 seconds then match the colors on the charts. My 9-5 measured 60% on the glycol, minus 60 degrees freeze point and 270 degrees for a boiling point. A little higher than needed on the glycol and freeze point but good. On the pH side the color match was at the low end of 7 which means it is very close to an acidity level which I need to correct. There is a lot of controversy about the range of this test. Most would agree fresh antifreeze mixed 50/50 would measure 9.5-10.5. However as you can see on the strip 6.5 is a fail but some would say anything under a 9 is a failure. I will go with the test strip companies chart. When the coolant gets very acidic you can actually use a DVOM (digital volt ohm meter) and measure the voltage from the coolant in the tank to the negative post on the battery and get a voltage. The cooling system will become just like a battery. The voltage can cause crazy electrical problems in the car as well as the acidity corroding the many metal parts in the cooling system. A cooling system flush is cheap compared to engine parts. Be the reliability hero! Stay ahead on the preservation path!

and continued on our trip successfully. Upon returning home the next week, we learned that the old 9000 battery had an internal short. Total failure! It was just a stupid old battery which had caused so much anxiety. My question in Nines #260 was, "Why don't we replace a part like a battery when it gets old knowing it will fail someday and usually at an inopportune time?" Did we save any money or time trying to get a few extra weeks or months out of this essential part? NO! I guess I thought I had learned my lesson. My lovely wife, Linda, does not mind driving old red Saabs as long as

Professional Perspective continues on page 30.

Through a Windscreen Darkly



By *Linnea Krajewski*

Colorado Dreamin'

Regular readers of this space know that I love to road trip. From Florida to Iowa and all places in between, we've seen wonderful sights and met lots of friendly folks. But one destination had eluded me: Colorado.

In 2016, Fiona and I attempted to trek to Denver for the Gathering of Convertibles. My wonky stomach and Fiona's funky brakes ended that trip in Toledo, where we spent the night and then headed back East the next morning, a classic case of road trip interruptus.

2017 would bring us to Kansas, where I accompanied my brother Phil so that he could get his service dog, Svenn. My plan was to drive to Colorado and then head back so that I could get Phil and Svenn to the airport and then drive back home. But, instead, I flew out with Phil and attended the training classes with him, the better to learn how Svenn does what he does so well.

So, when 2018 dawned, bright and cold, my New Year's resolution was to make it out to Colorado, even if I had to carry whichever Saab went with me on my back.

I set about making plans for the trip, going so far as to update the Garmin, which had been sitting on various Saab dashboards since 2012. Not surprisingly, the update took a while. Roxanne was the chosen Saab for this voyage, as Ruby's gearbox needs attention and Fiona doesn't have the room for seven rabbits, three guinea pigs, a parrot, their gear, my gear and me.

Loaded up and ready to go, I plugged in the Garmin and punched in our intended first night destination, the Red Roof Inn, located in Maumee, Ohio, just outside of Toledo. Except that the Garmin seemed to have forgotten where Ohio (and, for that matter, the entire East Coast) was located. Slightly nonplussed, I pulled out my tablet and my air card and downloaded Waze, which knew exactly where we needed to go.

We were finally on our way. The rear seat was full of rabbits and guinea pigs, Merlin was in his usual spot on the parcel shelf in the rear, Pelle was sitting in his car seat next to me and Dewey was sitting in the right front seat footwell. He was none too pleased about being down there...he hopped up onto the front seat and insisted on trying to get into my lap. I insisted that he sit down in the footwell. After a lot of back and forth, he hopped from the front seat into the back seat, crawled up the front of the crate holding Jules and Duster and proceeded to make a rabbit cave out of the blankets and pillows atop the critter crates in the rear seat.

After a stop in Erie for dinner, we pulled into the Red Roof around 10PM, unloaded Roxie, got hay for everyone save Merlin and fell into bed.

Monday morning dawned grey and damp. The Garmin was still in the throes of amnesia, so Waze was once again pressed into service. As we headed west, the weather took a turn for the worse; it rained and the wind began to howl. Roxie's fuel economy took a beating from her pushing against a stiff headwind. As we approached the border with Illinois, the clouds began to break and the sun began to shine. Crossing the border into Iowa, we made a stop at Iowa 80 to refuel, pick up some souvenirs for the folks back home and to get some snaps of Roxie under the Iowa 80 sign.

Pulling into the Homewood Suites in Coralville, we got a nasty surprise. The desk clerk announced that, yes, the hotel was pet friendly, but not towards rabbits and guinea pigs. The desk clerk would be happy to let me spend the night, but not the rest of the extended family. After telling the clerk what I thought of their "pet friendly" policy, I completed the check in...then snuck everyone in the back door. I also let Hotels.com know what I thought of them as well, as they had assured me when I booked the place that there would be no issues with anyone getting in the door.

After a quiet and restful night, I snuck everyone back out into Roxie and then scraped the ice off of her windscreen. It had gotten very chilly overnight and, to my surprise, there was frost covering her from hood to hatch. We had a very hot, humid summer, which was making an extended stay into fall, so the sight of frost on the windscreen was alien indeed.

The Garmin had seemed to recover itself, so I entered our next destination, which was Lakewood, Colorado. Woohoo!!! We would be sleeping in Colorado tonight!! We stopped in Clyde, Iowa, just outside of Des Moines, for some breakfast and then pressed on. Shortly after noon, we crossed the border

Through a Windscreen Darkly Cont'd

into Nebraska.

Now, some folks believe that places like the Dakotas and Nebraska are “fly over” states, but I am here to tell you that Nebraska has some beautiful countryside. Entering Omaha, there were some architecturally interesting bridges. The highway crossed over the largest train yard that I have ever seen. The country was flat, and dotted with farms and cattle ranches. I wish now that I had spent an overnight in Nebraska so that I could have taken in some of the historical sites. I would also have loved to stop in Gothenburg, Nebraska, to see if it had a Scandinavian flavour. We got off of the highway to get gas in Lincoln. As we were heading back towards I80, I happened to look into a repair shop’s side yard and chanced to see a Beryl green SPG. Woah.

I was starting to see signs for Cheyenne, Wyoming, and was starting to realize that we had left the Midwest behind and were getting into cowboy country. We left I80 in Oglalla, Nebraska, and got onto I76, which would drop us, straight as an arrow, into the Denver area. Not long after getting onto I76, we were

leaving Nebraska behind and entering Julesburg, Colorado.

I76 is a rough road. If you were driving with your eyes closed, you would swear that you were traveling over cobblestones. I weaved Roxie back and forth, trying to find a lane with pavement that wouldn’t rattle us to pieces. I also began to notice that the country through which we were passing was desolate in the extreme. There were some patches of dry, brown grassland, the occasional herd of cattle, and not much else. Coming to an exit, I could see a ribbon of blacktop stretching to the horizon in either direction with no signs of civilization to be seen.

Finally, I began to see the odd house and the occasional gas station. As we went further south, we got back into more populous areas. Darkness fell, and we stopped for gas about 30 miles from Lakewood. We went through Denver and pulled into the La Quinta in Lakewood about 8:30. Checking in, there were no issues regarding my traveling companions. Our room was spacious and comfortable. I got everyone settled and then got into bed. Tomorrow,



Through a Windscreen continues on page 31.

My 2018 Talimena Drive

By *Evan Mackay*

The Dumpster Fire is back home. Against all odds, the ninety-mile drive home from the hotel was mostly uneventful. That said, as always with my Saab Story, things didn't go according to plan.



For seven years and counting, a group of Saab enthusiasts have driven the Talimena Scenic Byway, a 50-mile twisting road perched on the ridge of a mountain, cutting from south-east Oklahoma to south-west Arkansas. This is my third year attending.

I still have yet to finish the drive.

The first year I attended with my Volvo C30 Polestar, bringing non-Saabs being frowned upon but not strictly forbidden, but managed to get sick shortly after getting on the road and had to turn back.

For the 2017 drive, my second attendance, I was in the now infamous "Project Dumpster Fire," my 1984 Saab 900 Turbo Sedan. The trip did not go to plan, mainly because while the Saab was technically running and driving, it had been off the road for thirteen years, having only been brought to semi-



Above photograph from last year's event. All photographs provided by the author.

reliable resurrection the week previous.

As you might expect, Project Dumpster Fire wasn't always known as such. In fact, the Saab has been in my family since the early 90s, and was passed from my uncle to my brother, and eventually to me. It served sixteen-year-old me well as a first car and for many years before it was eventually mothballed in favor of a much newer, ostensibly more reliable Honda.

Through a series of ridiculous events, the Saab ended up sitting outdoors at our trusted family mechanic's for thirteen or so years, including three hurricanes. During that time I'd developed a taste for old, unusual cars, or at least realized this was the case, and the lost-but-not-forgotten Saab was always in the back of my mind as a potential project. It wasn't until too many adult beverages were consumed while watching the Top Gear sendoff to Saab that I began the process of recovering my old Saab. After a long battle worthy of its own story, I freed the Saab from its captor and brought it to live with me in Oklahoma. I quickly learned that the injection system in an eight-valve Saab 900 (Bosch K-Jet/ CIS) does not like sitting idle, and it took over a year to get the fuel problems



My 2018 Talimena Drive Contd



sorted out. It was during this time the Saab earned its name "Project Dumpster Fire," which we use with much affection, due to its insistence on not coming back from its slumber with any ease or grace. Really, it felt like a car that had given up on life, but I refused to give up on it.

So one might say I would have been surprised if the Saab had made the 2017 Talimena drive without problems. And problems it had! After six breakdowns and semi-successful resurrections, the seventh breakdown proved to be the final one, and with regrets the Saab was towed home. Despite, or possibly because of, all the breakdowns, the whole experience was extremely enjoyable. Every step of the way my fellow Saab enthusiasts offered help, support, or a laugh, and while the Saab didn't make it home under its own power, we all knew it had to return the next year.

So that brings us to the 2018 drive. A lot of work had gone into the Saab since, fixing the causes—yes, there were multiple—of my breakdown the year before and fixing other gremlins that popped up along the way. I even got the heat and AC working!

Determined not to have a repeat of last year, I packed literally everything I could think of. Tools, spare parts, emergency repair supplies, emergency fluids, emergency booze. I also included custom Dumpster Fire logo swag as thank you gifts for those that helped out the year previous.

The drive down was pretty uneventful, with the Dumpster Fire performing at or near expectations. Unlike last year, I had a working fifth gear, so the 80 MPH highway sections were much easier. I didn't end up finding the time to fix the cruise control, however, which was unfortunate but by no means a show stopper. That said, I and my support vehicle made



good time and pulled in to the hotel around nine in the evening. A large group of regulars had already assembled in the parking lot, so we pulled up a chair and began to catch up.

The next day a convoy of Saabs headed out and drove the hour or so to the start point in Talihina, Oklahoma. The drive was mostly uneventful for the Dumpster Fire with the only problem we encountered being a lot of traffic. A very surprising amount of traffic, in fact.

As the assembled Saab group ate lunch and talked, we noticed that the traffic had increased substantially, with a line of cars now stretching well out of sight. As it turns out news stations all over the state had been hyping the fall colors this year and everyone and their dog had turned out to do the Talimena drive.

This could be a problem, but how bad could it be? So very bad.

All along the drive there were people everywhere. Every turnout, overlook, and grassy shoulder was full of cars and people. The pace of our convoy slowed to a crawl, with speed rarely cresting forty. I even needed to get into first gear a few times, which is fairly problematic on what is technically a highway. Frequently we had to stop dead for someone taking a selfie in the highway.

Eventually we reached our traditional photo spot and lined up in the wet grass for pictures. This was a big moment for Team Dumpster Fire as it meant we'd made it nearly to the end of the drive without issues. This year really was going to be different!

Talimena continues on page 28.

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

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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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Until we started to move the cars, that is.

Still. Cranking.

While the Dumpster Fire started up, no problem, a truly bizarre noise came from the engine bay: kind of a swooshing, swishing belt or hydraulic noise. It was really strange. Later, someone who daily drove classic Saabs for the majority of her life said, "it was a sound I had never heard before, and I thought I had heard ever noise an old 900 could make."

I got the hood open in record time and searched in vain for the problem. It seemed to be coming from the engine, but with no obvious source.

We cut the engine and immediately figured out the problem.

The starter was stuck on. Even with the key out it was still cranking and cranking and cranking.

In a surprising turn of speed, someone grabbed my wrench roll from the trunk and we had the battery disconnected in less than a minute. Then the troubleshooting began.

I'd replaced the starter with a rebuilt unit very early in the Dumpster Fire's resurrection process, but later it developed a hot start problem for which I added a hot start relay. As such, I initially suspected my hot start relay had failed, but pulling the fuse to that relay didn't change the behavior.

Still cranking.

So we pulled the relay entirely.

Still cranking.

So we pulled all the wires off the starter except for the main power connection.

Somehow the starter had developed an internal short between the main power connection and the solenoid connection. As the solenoid itself wasn't stuck, even judicious application of a hammer didn't solve the problem, and there was no external indication of the short.

Unfortunately, we couldn't just disconnect the starter as in this year 900 the alternator is also wired to the starter. If we disconnected it without doing something different, the battery wouldn't be charging and we wouldn't make the drive back to the hotel. Luckily, with fifteen Saabs all in a field and a trunk full of tools, we managed to find a bolt to bridge the starter and alternator cables, sans starter, which would allow the alternator to continue doing its job while preventing the starter from continuing its madness.

That done, six or so people helped push start it, and the Dumpster Fire again burned bright.





The starter bypass had taken enough time that rather than head to the finish, I and a small group of others opted to drive back to the hotel. We were cold, tired, hungry, and to add to it, diagnosing the starter in the wet grass meant I was soaked down to my underwear and desperate for a change of clothes.

So, once again, I didn't manage to finish the drive. Despite all that, it was a fun time as always. Good, diverse group of cars and enthusiasts all there to share their love of a weird, dead Swedish automaker.

The takeaway from this should not be "don't drive your classic 900." In fact, it should be the opposite. These cars were made to be driven, and sitting around for so many years is what caused the majority of its problems. The real takeaway is that breaking down is always a lot more fun when you're surrounded by a group of Saab people.

The Dumpster Fire will be back next year and I'm sure it will find a new, surprising way of enabling me to meet new people and make new friends... and break down.



Professional Perspective Cont'd

they are reliable. Coincidentally, having a backup car saved our weekend.

Let's turn the calendar ahead to August 30, 2018. Linda and I were planning our annual anniversary trip visiting several State Parks in SW MN pulling our pop-up camper trailer. We intended to leave home later in the morning so we would avoid rush hour traffic in the Twin Cities. Linda got up on this particular morning and walked through our utility room. She soon realized that the rugs on the floor were wet. Upon a thorough inspection I found that the water softener had sprung a leak in the resin tank and leaked several gallons of water on the floor. After a couple of phone calls, I had enough information to get the thing shut off and we cleaned up the mess. We were a little behind schedule but I had checked out the car and trailer and fixed a damaged trailer-light wiring harness the day before so we had no worries. I went to the garage and started our Aero and turned it around, then backed into the garage to attach the trailer. I got everything hooked up and then proceeded to check the lights of both units. Everything worked fine except the right rear signal light on the trailer. Since I had just fixed and tested all the lights the day before, I was quite amazed. How could I have not found the problem earlier? I went to my tool box to get a test light, etc. so I could find the problem and repair it. As I returned to the car it hit me that maybe there was not enough power from the car. I tried to start the car which I had just started and driven into the garage but the starter just clicked; obviously there was more than a trailer light problem. As this happened, it dawned on me that I'd had a warning that there was a problem. The previous week I had the car at a body shop getting my rust repairs painted. When I drove the car home, it had started fine. I drove about 3 miles home and parked outside in the driveway to admire the nice paint work. Later, when I tried to drive the car into the garage, the battery was dead or close to it, and the starter had just clicked. I charged the battery and attributed the low battery to the body shop having the doors open, etc., while they worked on it. In my mind I vowed to watch for signs of further trouble. I drove it several times in the next few days and all seemed to be normal. Normal until we were ready to make a trip with it. I realized that either the battery was dying or had died or the alternator was not charging correctly.

I attached the battery charger to the car and while it was charging I called my friends at Saints Automotive in Princeton (about 10 miles away) to see if they had a battery for a Saab 9-5. Not everyone stocks a battery that fits our Saab. They did have the correct one and assured me that if I arrived within the next hour or so they had time to test the alternator

and battery and replace the battery if it were indeed bad. We loaded our car with the rest of our camping gear and bikes and headed directly to Saints. The battery failed the test and the alternator was charging just fine. With the battery replaced as expected, the signal light was now working on the camper.

How could this happen on August 30th? A 17-year-old car with 250k plus miles. It is easy to blame the car, but who had not learned their lesson? I am the one who caused the problem. Virtually all the parts on a car have a finite life. They will fail at some point. The battery has the date it was installed stamped right on top where it is easy to see. Could it be any easier to monitor over the months or years? Linda and I love our red 9-5 which now looks great again and has been very dependable. At our house this Saab maintenance/dependability factor is my responsibility. I hope you realize from past articles that I am trying to keep our 9-5 on the road without spending a fortune maintaining it, but we have to stay ahead of the maintenance curve if we are to keep the reliability near 100%. Breakdowns away from home are much more inconvenient and costly. Could we all work toward driving our Saabs with stupid reliability? Preservation is really important but without reliability it is a waste! How old is your battery? Check the date! Have it tested! Be the reliability hero!



The tester measures the moisture content of the brake fluid. All that is required is to turn the tester on and the green light comes on. The tester is lowered into the fluid and within seconds another light will come on. In my case it is the first yellow to indicate 1% moisture which is ok. Moisture content of 3% or more as indicated by more yellow and red illuminated lights means that the fluid should be changed. Easy to follow instructions come with the tester and Youtube is a good source of information about the effects of moisture in the brake fluid besides rust. Be safe. If you don't test the fluid you will not know you have a problem till your brakes fail to perform to your expectations!

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



Through a Windscreen Darkly Cont'd

we would be searching for the Continental Divide.

The next morning dawned bright and sunny. It was also Pelle's first birthday, so I decided to bring him with me on our trip to the Divide. After some breakfast, we set off. The scenery was breathtaking...everywhere you looked, there was a mountain. It was like sitting in the bottom of a bowl surrounded by mountains. I grew up in the mountains of New Hampshire, but the White Mountains are nothing like the Rockies. We went through Boulder, seeing an older 95 in a used car lot along the main thoroughfare, and past the University of Colorado, with its funky-looking library.

We soon found ourselves at Rocky Mountain National Park. The ranger at the entry booth advised that we would not be able to make it to the actual lookout at the Continental Divide; it had snowed over a foot the week before, and the roads at the higher elevations were closed. No matter, for the scenery in the park was stunning. As promised, there were shady spots on the road that were snow covered and, as we headed up further into the mountains, the snow at the side of the road got deeper.

After spending a few hours immersed in the awe-inspiring beauty of the Rocky Mountains, Pelle and I headed back to Lakewood. We would be leaving the next morning and heading for Texas, stopping in to visit with Seth and Diana, who I had not seen since they left New York for Austin the year prior.

But first, I stopped off in Denver at Mile High Auto Body to say hello to Jerry Danner. Jerry's operation is impressive; he has an entire lot of parts Saabs from 93s to 93s and every Saab in between. Shortly before we left on our journey, Roxie had lost the vacuum hose that runs between the intake manifold and the brake booster. Peter had made a temporary repair to the hose, but we both knew that a replacement was needed. Of course, the hose is now made of unobtanium. Jerry was able to fabricate a replacement that worked every bit as well as the original. I met the crew and was impressed with the workmanship of the cars under repair. There was a C900 getting a new gearbox and a new 95 that had come all the way from Montana to get its rear main seal replaced. Shortly before we left, Roxie's twin sister arrived for service...another black on tan 2000 93 SE five door was sitting in the intake area getting written up for the next day.

Setting off the next morning, we picked up I20 and headed south. We went through Colorado Springs and then into open prairie. The area was not as desolate as it was north of Denver, but it was far from populous. We began to ascend what looked to be

a mountain when fog and rain closed in. I nervously watched the temperature reading on Roxie's SID drop; I had decided against having her snow tyres installed prior to our departure and began to wonder if that had been a mistake. We started to go back down the mountain. It got foggier and, of course, we encountered a construction zone. The road narrowed considerably and visibility seemed to be dropping by the inch.

Finally, the road opened back up, the fog began to clear and we found ourselves in New Mexico.

New Mexico is a beautifully desolate place. In the distance, you see flat-topped buttes surrounded by grasslands. It was raining all around us, but there was a break in the clouds directly over us and the sun was shining. Then clouds closed over and it began to rain everywhere. There were tiny towns that, had you blinked, you would have missed them, and then you were back in open country again.

We stopped for gas at a Love's on the New Mexico-Texas border. We crossed into Texas at the aptly named town of Texline, where a sign announced that we were back in the Central Standard Time Zone. I checked the Garmin.....we were still a long 8 hours out of Austin.

The Texas panhandle is one big grain elevator, with a lot of train tracks thrown in for extra measure. It is flat in the extreme. We stopped in Amarillo for gas... there were bars on the windows of the gas station and the clerk sat behind a Plexiglas window. I heard sirens in the distance as I filled Roxie's tank and wished for nothing else but to get back on the road and put Amarillo behind us...the quicker, the better.

Back on the road, there was nothing but rain and road ahead of us. We were now in West Texas, where there were oilfields aplenty. You could smell the fields before you saw them; the piquant odor of burned gear oil got stronger until there it was, on one side of the road or another. We were on an interstate, but it was the oddest interstate that I've ever encountered. Four lanes, two on each side of the road, no divider, speed limit of 75, and then WHAM! The speed limit was 35 and you were passing through some tiny town.

Colorado Dreamin' will continue in the next issue of NINES!

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



Solo Saab Stampede

By Seth D. Bengelsdorf

What do you mean there's no code for the radio?

Tom Donney was entrusting me with a lot. I would be driving one of 12 cars being towed, driven or transported from Tom's place of business in Fort Dodge, Iowa to his Saab Heritage Car Museum USA in Sturgis, South Dakota in a mini-stampede. Chuck Andrews was driving the hauler, Tom had a 99 ensconced in a travel trailer, and I was hauling myself in Tom's 1997 9000CSE. An actual Saab mini-stampede had happened some months before, and I wanted to get the experience. It was a good idea, and probably the last Saab from Tom's vast collection that would make the trip solo. More on that in a moment.



Chuck drove this.

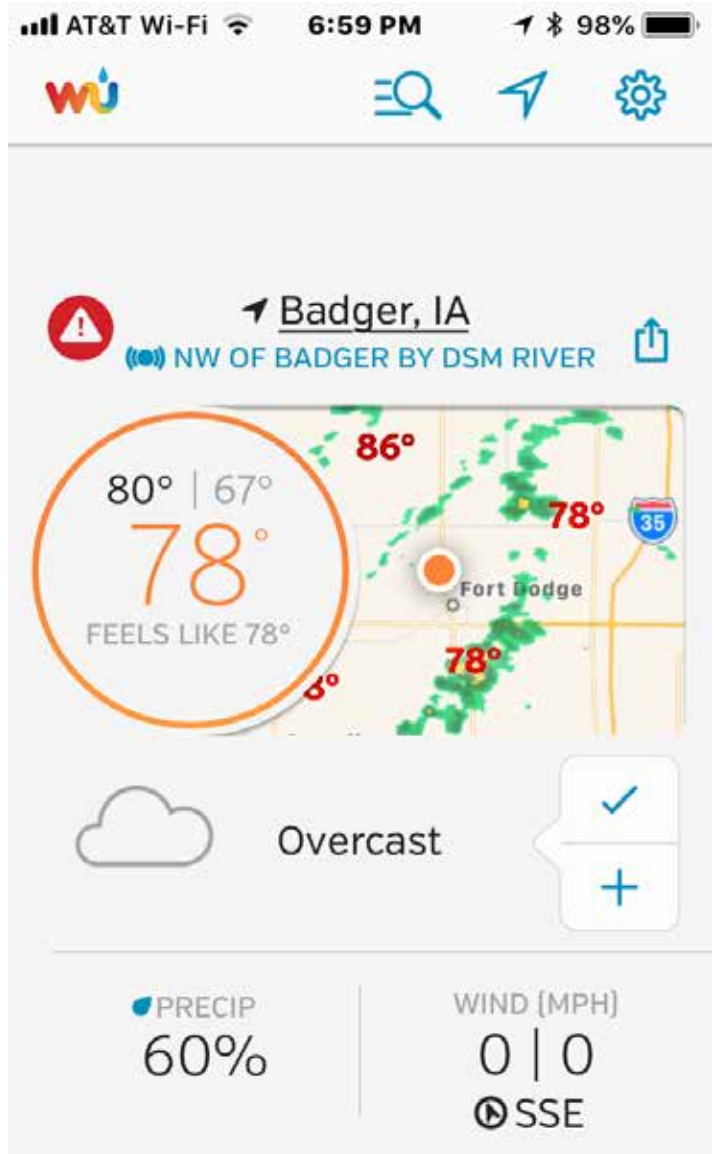


My trusty steed dwarfed by Tom's John Deere. All photographs by the author.

Not that a Saab 9000 isn't endlessly entertaining, but nine hours between Fort Dodge and Sturgis is quite a run with no radio. Of course I wasn't told about the lack of radio until after I was underway. Tom graciously offered to pass me the tools so I could pull the radio and call for the access code (at 70 miles an hour) but I decided not to take him up on that offer.



A 9000 is a good car for evading dinosaurs.



They don't call the local teams the Badgers for nothing.

Solo Saab Stampede Cont'd

And so we began. The rain drifted in and out, sometimes strong, sometimes not, but the 9000 was as sure-footed on this day as it was the day it rolled off the assembly line.

Quiet, supple, strong, a great long distance ride.

And then, nearly there, it happened. Later, Tom told me that deer are mostly active right around dusk, and that there are a mess of them in South Dakota. Both facts could have been helpful, and were enlightening afterward. Neither helped in that split second when I spied the deer on my right and tried to evade it.

Nothing doing.

There was a sickening double thump sound as the deer caught the 9000 at the right front fender, less than an hour from Sturgis. I immediately pulled over to assess the damage. Remarkably undamaged front signal light cluster hanging by the wires, windshield washer fluid streaming down (Tom's team had just repaired that reservoir before I left Fort Dodge), but the engine was still turning, ready for more. I pattered into Sturgis, chastised.



That'll buff out, right? Probably the last time a Saab owned by Tom Donney is driven solo from Iowa to Sturgis. Trailer transport is the way to go.

Later, Tom kindly informed me that the damage was as slight as a deer could deliver. I was crushed.

But once again, it was Jerry Danner to the rescue. You might remember that Jerry repaired a more impressive deer hit that took out the front of a Viggen. This time Jerry left his Mile-Hi facility in Colorado and travelled to Sturgis, where he performed another mission of mercy and saved the 9000 by replacing the fender and door.

As Jerry said on Facebook: "David Snyder and I replace the door and right front fender on the deer hit 1997 9000 Saab. Wonderful four days spent."



Only once did I ask Tom and Chuck how long they have been married.



Why Tom does it. The Saab smile says it all.

And the museum is chock-a-block with pristine Saabs that just beg to be driven. Well worth a visit.

Thanks, Jerry, David and Chuck. Thanks, Tom. I promise not to do that again.

North American Saab Clubs and Contacts

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Massachusetts: New England Saab Association Seth Hedstrom New England Saab Assoc. P.O. Box 478			

President's Letter

Dear SCNA Members,

Many of us are on line in the various Facebook groups and other on-line forums that post and talk about all things Saab. In addition, most have heard of and enjoyed watching Jay Leno's Garage, with all of the beautiful cars in his collection. Those attending SOC 2009, the Summit of the Nines, at Copper Mountain in Colorado, may recall a visit to Jay Leno's garage as part of the keynote address that year. Although Jay didn't actually come to SOC himself, he invited Jerry Danner to his garage in Los Angeles to film a video of him and his 1958 Saab 93 that he had purchased with the help of Tom Donney. Just recently, Jay decided to again pull out his beautiful little 2 stroke Saab to make an updated video. Watch the video, and hear him talk about Tom and the importance of car clubs in finding and preserving the best cars for future generations <https://youtu.be/RsOkabAYres>.



Perhaps Jay Leno subconsciously realized that SCNA and the Rocky Mountain Saab Club are busy planning another SOC in the Denver area. Every ten years, Saab owners travel to Colorado to celebrate our favorite automaker. This summer, SOC will be in Loveland, CO on July 25-28, and our theme will focus on the 9-3 Vigen model that was first introduced twenty years ago in 1999. Reserve your hotel room early, but keep checking back as we communicate plans for the weekend. If you are planning a drive to Denver, consider a few extra days to take a ride through the mountains or to visit Mt. Rushmore and the Saab Heritage Car Museum USA in Sturgis, SD. Tom Donney just announced that the museum will be having a "Pajama Party" on Wednesday, July 24 for anyone who wishes to stop by on their way to SOC. Look for more details, including any organized activities before or after the convention, in a future issue of *NINES* or on our website at saabconvention.com.

The Saab Club of North America, Inc.

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As the current owner of 6 vehicles bearing the Saab name and ranging from 1982-2011 in vintage, there is always work to be done on one or more of my vehicles. In Massachusetts, there is a requirement for an annual state vehicle inspection. All vehicles, no matter how old, must go through this process to be driven legally. While at times it takes some extra effort and expense to keep my Saabs in top condition, the driving experience is unlike that in any other car, and I view the maintenance as a necessary part of owning and driving a heavily engineered machine built to high standards. I am so appreciative of my local friends, mechanics and the on-line community that helps us to locate parts, troubleshoot and find used Saabs to buy and sell in order to keep as many of them on the road as possible.

Respectfully,

Sanford Bogage
President, SCNA



Saab Clubs News Cont'd

where the cars are all in a row, you can just see the water beyond a gap in the trees. There was in fact a beach with picnic tables beyond that gap. The water was getting cold, of course, and no one went in for a swim. We did enjoy a picnic lunch in the sunshine. The weather is unpredictable in Ontario in October, and we were lucky that the forecast of rain and clouds didn't hold up!

We drove over rural roads, generally northwest, along the edge of Ontario's Beaver Valley, and stopped for a picnic lunch on the shores of Georgian Bay, the furthest point on our drive. That's Georgian Bay in the background, behind the Saabs parked in a straight line. It's hard to tell from the picture, but there was a sandy beach with picnic tables and great views across the bay (which is really almost a Great Lake in itself).

On the way back south, we tackled some very steep, narrow gravel roads (tracks, almost), that showed off Swedish rough-road traction. After one last photo stop at the edge the Niagara Escarpment close to the hamlet of Terra Nova, where the view extends over hundreds of square kilometres, the expedition concluded. At the end, many of the participants had a supper at a local restaurant in Bolton, Ontario, with the topic of Saabs and their ownership dominating the table talk. It was a great day--and the Club is already thinking about the Fall Colours Tour for 2019!

By Andy Fedorowski

Jim Laman and the Great Lakes Saab Club organized a visit Saturday to the recently closed TRIO Motors in Burton, Michigan. TRIO, which is near Flint, has been a family-run Saab dealer since 1962. They're closing, according to Owner Ron Collins, because younger family members are no longer interested in continuing the business.



Tom Donney is taking most of the signage for the the Saab Heritage Car Museum USA. The shop equipment is being sold to an unspecified shop. There were odds and ends in the way of parts and a small boneyard, most of which has been seriously picked over. After that it will be open only as required.



Jon Kotila of the Detroit area came to the open house in his beautiful blue Sonett. All photographs by the author.



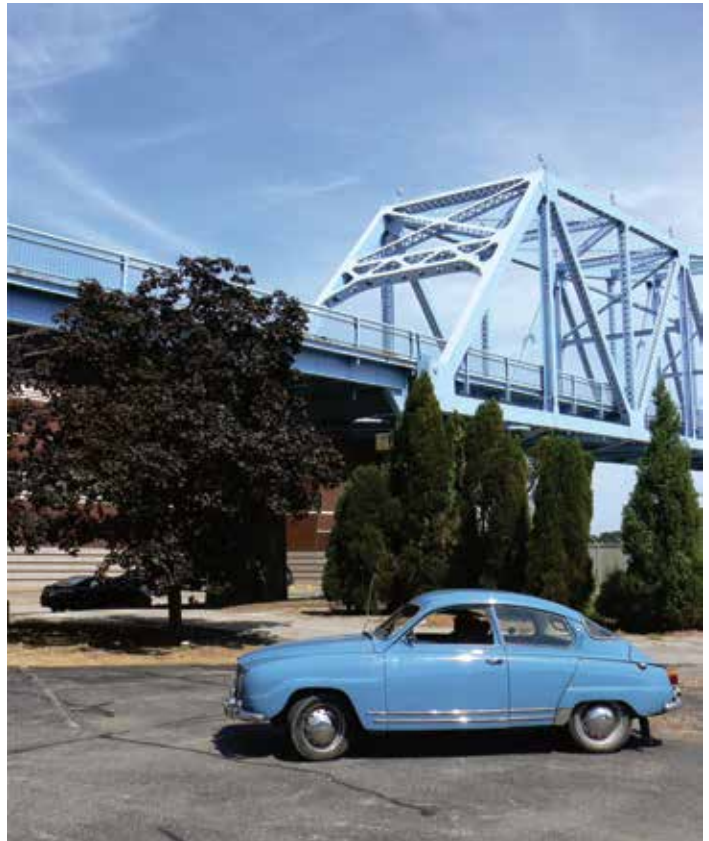
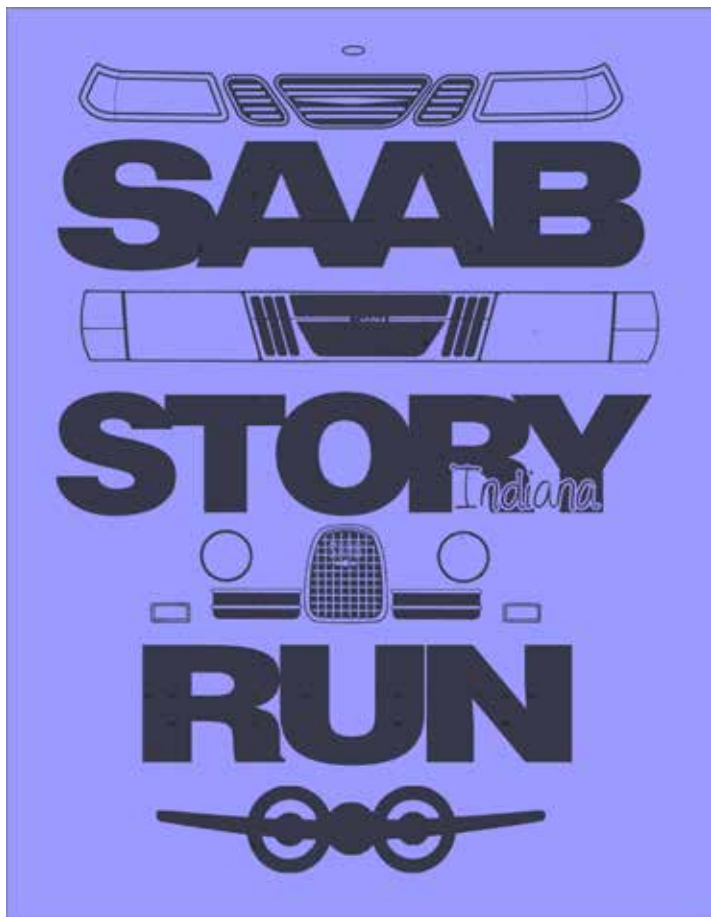
Saab Clubs News Cont'd

By John Hauenstein

My father (Al Hauenstein) and I organized a Saab cruise in southern Indiana. We started in Bloomington and took the back roads to Nashville IN. We had three Saabs come to the First "SAAB Story Run." The photo on the cover was in front of the Story INN which is a old country store turned into a restaurant and more. It is very cool!

After we left Story, IN we went to Perry Ellington's house for a cook-out. Saab people are so friendly and generous. As they say, a good time was had by all!

All photographs by the author.



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:

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Saab Classified Ads
1729 Lynnville Trail
Austin, TX 78727

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

Autos for Sale

2009 9-3 Aero V6 XWD.

Color: Jet Black - Trans: Automatic - Mileage: 100,377 - Price: \$7,000. This beautiful single owner, garage kept Aero XWD with NAV is fully loaded: 19 inch Turbo X wheels, a Hirsch spoiler, Hirsch honeycomb front grill and two tone leather seats. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6380> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#18102163161meeu> Contact: Linda Meeuwenberg, Cape Canaveral, FL. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18102163161meeu> Phone: 231-598-1749.

2008 9-3 Aero Sedan.

Color: Black - Trans: Manual - Mileage: 96,000 - Price: \$6,000 OBO Great car, no oil leaks no coolant leaks. Brand new battery. Tires are in great condition just got them last year. Serviced regularly. More photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6390> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#18120960361rbuen> Contact: Reynaldo Bueno, Mesquite TX Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18120960361rbuen> Phone: 214-394-8184.

2007 9-3 Convertible.

Color: Silver - Trans: Automatic - Mileage: 91,300 - Price: \$8,000. Florida car. Driven in Michigan for ONLY three summers. New Tires. Professor owned and meticulous care. Sirius and Onstar equipped. All scheduled

maintenance performed by certified Saab mechanics at Swede Central in Winter Park, FL. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#18102163161meeu> Contact: Linda Meeuwenberg, Cape Canaveral, FL. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18102163161meeu> Phone: 231-598-1749.

1994 900 Turbo Convertible Commemorative Edition.

Color: Metallic Black Trans: Manual - Mileage: 223,048 - Price reduced: \$3,000! Number 377 of 500 built. Service by Saab specialists at Conn Tech in Warwick, Rhode Island. Documented service history. High quality German fabric replacement top, like new. Replacement radio and windshield installed. Original paint and interior. Patina appropriate for car of this vintage. Everything works except for fog lights. Contact: John Murphy, Jamestown, RI. Email: jamurphy@jamestownlawyer.com Phone: 401-423-1100.

1987 900 Turbo.

Color: Cherry Red - Trans: Manual - Mileage: 135,000 - Price: \$8,500. Original Cherry Red paint. I am original owner, and over time, transmission rebuilt, power steering rack and pinion replaced, headliner replaced, fog lights replaced, radio replaced, speakers upgraded with woofer and tweeter set made by Saab, rust damage fixed, exhaust replaced, air conditioning converted to use current refrigerant. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#18110921261rmons> Contact: Robert Monsarrat, Columbus, OH.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18110921261rmons> Phone: 614-323-6256.

1980/8 900 Turbo 5 Door.

Color: Black - Trans: Manual - Mileage: 101,000 - Price: \$1,850. DONOR CAR WITH DOWRY: 1980 Classic 900 Black 4-Door Hatchback Sunroof Sedan VIN 9080101641 fitted with mechanicals and interior of 1985 Classic 900 Turbo 4-Door Sedan by Rick Parr, "Nines" Tech Advisor, in 1986. Vehicle available to Classic 900 enthusiast for repurposing. Photos and Service History document on request. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#18090412951rcost> Contact: Ron Costell, Washington, DC. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18090412951rcost> Phone: 202-232-2121.

For Sale: 100's of Parts from Saab Dealership Storage Unit

Saab dealership parts department storage unit with hundreds of parts of all kinds. New old stock for 900 9-2 9-3 9-3SS 9000 9-5 9-7 everything from a lot of Saab tools, seals, interior parts, rims, exhausts, computers, body, ac condenser, window regulator, etc. I am selling all the parts for one price (no parting out). There's probably \$10,000 in parts. Contact: Andy Kelem, Denville NJ Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181009andyk> Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#181009andyk> Contact: Andy Kelem, Denville, NJ. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181009andyk> Phone: 973-727-6395.

Parts and Miscellaneous

Books and Service Manuals.

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

Wanted

2011 9-3 SportCombi.

Looking for 2011 Saab 9-3 SportCombi wagon, arctic ice color, FWD, Cold weather package, automatic preferred, low mileage, can be contacted by phone 24/7 answering machine. Contact: Chris Sandy, Binghamton, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181124chris> Phone: 607-763-3660.

99 Headrest Covers/ Headrests.

Wanted SAAB 99 headrest cover(s) and/or headrest(s). 1974 99 Part No. 02 00 626 Front cover Yellow 06 06 055 M (in reality sort of a burnt orange). Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/wanted.html#181007marks> Contact: Mark Skinner, Brooklyn, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181007marks> Phone: 917-972-4185.

99 Parts.

For 99: Front. grill inserts and/or screens to Air Dam for 99 Turbo/EMS. Would consider full air dam. Saab 99: TURBO Steering Wheel. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/wanted.html#181005marks> Contact: Mark Skinner, Brooklyn, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181005marks> Phone: 917-972-4185.

900/9000 Parts.

9000 Center Caps & Wood/Leather Steering Wheel & C900 Whale Tail Looking for set of center caps for Saab 9000 Directional Star (Super Spoke) alloy wheels, 7Jx15H2. Also looking for 1991-1993 Saab 9000 wood/leather steering wheel with air bag and C900 whale tail. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/wanted.html#191001rcwan> Contact: RC, NY. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=191001rcwan> Phone: NA.

Wanted: Vigen Wheels.

Vigen wheels needed, 17", good condition only, nothing bent or wobbly (I already have those). Will buy singly or set of four. Contact: NE Langland, Denver, CO. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=181003neeng> Phone: NA.

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