

Nines

The Saab Club of North America Magazine




2019
20th ANNIVERSARY OF
VIGGEN
SAAB OWNERS' CONVENTION
JULY 25-28 • LOVELAND, COLORADO

JULY - SEPTEMBER 2019 #357

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William "Bil" Walters

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Contents

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Editor's Notes:

The Saab Vigen will be front and center in July at the Saab Owners' Convention (SOC) 2019 in Loveland, Colorado, much like the cover photograph from the Saab Car Museum USA in Sturgis, SD. Photograph by museum founder Tom Donney.

Loveland will be swarming with Saabs of all types and vintages (see page 11). Sign up at saabclub.com/convention. Make sure to make your hotel reservations separately!

The editor will be doing a presentation at the start of the SOC regarding the ins and outs of NINES. If you want to write for the magazine, or have (positive) suggestions regarding its future, please join me!

And if you can't be there, let me know your thoughts anyway! Constructive criticism is always welcome.

Enjoy your Saab!

Letters

Somebody Write this Up!

How about an article in *NINES* on how to change the auxiliary drive belt on a 2011 9-5 four cylinder? I like to change mine as I have 60,000 miles now and can't find anything on the computer or Haynes manual to cover this car. I have changed the belt on my 1999 9-5 four-cylinder two times now. I have had a lot of 900s, all turbos, all good things come to an end!

Allen Hockman
Brandenburg, Kentucky

Dear Saab Lovers:

My Commemorative Edition convertible has 226,000+ miles, and runs like a Swiss watch. The body is in good shape, untampered with, and with a patina appropriate to a car twenty-five years old.

When the top is up, the door latches work flawlessly and smoothly. When the top is down, I notice a bit of binding, as if the frame of the car has sagged ever so slightly.

Should I be concerned? Is this common to all model 900 convertibles?

John A. Murphy
Jamestown, RI



A few things happening in this screen shot (above) from a music video. First of all, dinosaurs. Seriously. Secondly, that's a 900 convertible in the background that does figure slightly in the video by Alice Merton called "Why So Serious?" See the video at <https://www.youtube.com/watch?v=45Fvy5h38KI>

Cool Camper!

The truth is that I wish that were mine. I took that picture several years ago on a visit to Sweden. The original picture is a now 'older' printed photograph and I had taken a picture of the photo with a digital camera. Unfortunately, the color photo is at our 'summer' place in Maine (and we are in Florida until late June). I do have a color digital version, but for some reason that I don't recall at the moment, the color version is a bit more cropped than the black and white. I will FW a copy of the color version and you'll see what I mean.

Anyway, I currently own two Saabs and was perusing a copy of the *NINES* magazine while I was getting my 9-5 serviced at Viggan Automotive in Vero Beach. As I was looking at the magazine, I thought of that photo and thought it was unique enough to forward to you. I wish I had more of a personal back story to go with it.

Best,
Kim Carlson
(100% Swedish ancestors - or so I've been told)



No, this was not taken before color photography, it's the best shot the author has.

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A Keeper!

I purchased my first and only Saab in 1973, joined the Saab Club in 1975, and have continued to own that same Saab for the following forty-five years. The odometer read 58,000 commuter miles at the time of my purchase and now registers just over 327,000 with a major engine and transmission rebuild at 220,000. Driven seasonally, the old 96 V-4 has traveled far and wide: Colorado, Texas, Florida, Nebraska, Minnesota, and Maryland. And in all those many miles it never failed to finish the trip, averaging just over 33 mpg along the way.

I've kept the Saab mostly original except for performance upgrades to the engine and transmission, and I have always completed routine service myself, including lubrication, oil/filter changes, and valve lash adjustments. And I also performed some service beyond that, including brake and clutch hydraulics, as well as water pump replacement. Fortunately, since the Saab is driven highway only at moderate speeds, servicing has been mainly routine. The Saab 96 V-4 is such a reliable car if properly cared for.

The major problem I face now is ownership. I was 33 years old when I purchased the Saab, and now I'm working on 79. For the past 20 years or so I have told myself that it's time to let someone else enjoy the uniqueness of the 96. That usually takes place during winter storage, but a change occurs as winter declines and

spring begins its rebirth.

And here we go again! I fired up the 96 several days ago when the temperature rose to over 50 degrees. It had been slumbering since early November. I drove it up and down the driveway to charge the battery, use the brakes and transmission. And then a smile creased my face as I began planning for another road trip, this time to Mackinaw City, some 200 miles north, thoughts of selling drifting away.

Thanks so much for continuing and improving the *NINES*, even though the magazine is greatly responsible for my inability to finally put the old 96 on the market.

Thomas B. Mudd
Saginaw, MI



From the Archives

By Bruce Harbison

When the Rocky Mountain Saab Club of Colorado, along with Saab Cars USA, hosted their first SOC in 1999, the new 9-3 Viggen model was HOT news. Now 20 years later, the SOC is again in Colorado hosted by The Saab Club of North America with volunteer help from the same Rocky Mountain Saab Club of Colorado and the theme is "The 20th Anniversary of Viggen." The articles below were compiled by Seth Bengelsdorf and published by Steve Goldberger in NINES # 240 for June 1999. A 9-3 Viggen along with Saab 37 Viggens in climbing mode was on the front cover. The articles below reflect the development of this iconic model.

Norcross, GA - Saab made its U.S. debut at the New York Auto Show in the spring of 1956. It was there that Saab exhibited its first high performance sports car--the Sonett Super Sport prototype. Almost exactly 43 years later, Saab unveiled another performance-bred Saab at the 1999 New York International Auto Show--the all-new Saab 9-3 Viggen Coupe. The Viggen name and badge honor the most agile and versatile Saab fighter jet ever developed, the Saab 37 Viggen, renowned for its innovative technology and design. Designed specifically as an advanced multi-purpose aircraft, the Viggen jet was capable of performing diverse duties, such as interceptor, strike, reconnaissance and training duties equally well.

Equally versatile, the earth-bound Saab 9-3 Viggen is designed to deliver the unmistakable thrust of Saab turbo performance while retaining traditional Saab character traits. Featuring the highest level of performance in a Saab yet, the Saab 9-3 Viggen carries on the tradition of its predecessors--cars like the 900 Turbo SPG that innovatively blended muscular acceleration with modified suspension and aerodynamic styling refinements. This unmistakable performance character makes the 9-3 Viggen one of the world's most entertaining front wheel drive automobiles. With 225 horsepower at 5,500 rpm and impressive torque of 252 lb.-ft. available at just 2,500 rpm through 4,000 rpm, the driver of a 9-3 Viggen will quickly identify with the level of thrust available to Saab 37 Viggen jet fighter pilots.

Saab's highly modified and responsive 2.3L four-cylinder engine, controlled by Saab's own Trionic T7 engine management system, resonates with Saab high output turbo character and provides exceptional performance. The 9-3 Viggen's engine is 12% more efficient at producing horsepower per liter of engine displacement than the new 1999 Porsche 911 Carrera. More importantly, the Viggen is a fully 44% more efficient at producing lb.-ft. of torque per liter of engine displacement.

As with the Viggen jet fighter, the new 9-3 Viggen Coupe has the structural technology to support and enable its performance capabilities. To harness the Viggen's power and direct it properly, a new sports suspension comprised of springs, dampers, anti-roll bars and steering rack mounts has been developed. Transferring the Viggen's power to the pavement are 17"x7.5" light alloy wheels with P215/ 45R17" low profile

Z-speed rated high performance tires.

In developing the Viggen jet fighter, one of its key attributes had to be the ability to land and stop in short distances to make use of Sweden's highway bases if necessary. Stopping ability was equally critical to the development of the 9-3 Viggen. Front ventilated rotors are more than three-quarters of an inch larger in diameter and new, larger front calipers with larger pads are employed to haul down the Viggen from any speed. All four rotors have machined grooves for better cooling to ensure repeated fade-free stops in demanding driving conditions.

With the higher performance capabilities of the 9-3 Viggen Coupe, aerodynamics plays a crucial role as well. Aggressive exterior styling enhancements, exclusive to the Viggen reduce aerodynamic drag by 8% (to a 0.31 coefficient of drag), and reduce lift forces over the rear wheels by 60% for superb road holding and high speed stability. Keeping the owner of a Saab 9-3 Viggen well informed and in complete control are new sports seats which provide greater lateral support and driver comfort.

The Saab 9-3 Viggen was developed jointly by Saab Automobile AB's Special Vehicles Operations (SVO) team and the Oxfordshire, England-based TWR Group. The TWR Group is owned by Tom Walkinshaw, whose extensive racing background has evolved the company into one of Europe's foremost design and engineering houses, specializing in high-performance tuning.

The 9-3 Viggen Coupe's body will continue to be manufactured at Saab's factory in Trollhättan, Sweden, then shipped in a climate controlled, sealed container to Uusikaupunki, Finland, for painting and final assembly at the Valmet Automotive plant. Only a limited number of 2,500 Saab Viggen models will be produced annually for worldwide enjoyment.

Saab has announced pricing for the company's new high performance 1999 9-3 Viggen Coupe. For a base price of \$37,750, Viggen delivers the highest level of performance Saab has ever produced, yet still retains traditional Saab traits like world-class safety and versatility.

To truly appreciate the performance 9-3 Viggen provides, its base price includes enrollment for one in the Viggen Flight Academy--a two-day intensive driving training session exclusively for Viggen owners held at Road Atlanta. The Viggen Flight Academy will be instructed by professional race car drivers and is designed to teach Viggen owners the best techniques for driving a front-wheel-drive performance car. In addition to classroom sessions, driving exercises will include slalom, evasive maneuvers, braking, autocross and downshifting.

VIGGEN

An exclusive NINES interview with Saab Cars

Q: The new generation 900 was introduced in the fall of 1993. Why did it take five and a half years before the

From the Archives Cont'd

Viggen variant was introduced?

A: The answer is partly financial, but mostly organizational. While the "SVO" (Special Vehicle Operations) concept was announced in 1996, and a "concept" vehicle shown, the fact is that the SVO group had only just been approved. It was, at that moment, an organization which existed only "on paper." And even so, the SVO group consists of just 6 people. So from the outset, it was recognized that an outside contractor would be needed to complete the project.

This means that starting in 1996, a team had to be hired, the "concept" refined into product specifications, a number of contract engineering firms interviewed and a selection made (in all, eight firms were interviewed), all this before a single "working drawing" could be made. In addition, the Saab SVO team fully integrated themselves into the process at TWR, which meant stretching out the time required to complete the project in exchange for ensuring the excellence of the result.

Considering the extent of the undertaking and the starting point just three years ago, we believe the project was accomplished in a rather short time.

Q: With the current 9-3 being based on a nearly obsolete "platform," do we expect the Viggen to be a short-lived model, and will the next generation 9-3 have a "Viggen" sooner than 5 years into its model run?

A: We don't really agree with that characterization of the 9-3 platform. The 9-3 and 900 before it have all along been a rather unique combination of design elements which Saab modified and developed for our own needs. As such, it really isn't like any other GM product made at the time or today. As for the model's life expectancy, let me share that our production plans for the Viggen extend to the year 2002, with a total production over the years of 11,000 units. Of those 11,000, approximately 3500 are allocated to the US. What will follow that is too far in the future for us to know or say anything specific, but we certainly do not expect a six year gap between the end of production current "Viggen" and the beginning of production of next SVO model.

Q: With the larger brake rotors and calipers, will the Viggen accept a "minus one" winter tire fitment (16 inch rims, narrower, taller cross section tires), or must we plan on "parking our Saab" during the winter (heresy!)?

A: 16 inch wheels will fit just fine, and there are plenty of performance winter tires and reasonably priced rims that will fit. A 15 inch wheel, however, is out of the question.

Q: What is the "Nimonic Alloy" as used in the exhaust valves?

A: "Nimonic" is a high nickel content alloy which is used to coat the outside of the exhaust valves. It is very much the same as the coating used on jet engine exhaust nozzles and it gives the valve excellent resistance to

damage from the high volume, high temperature exhaust.

Q: What is the "variable boost" feature, if not simply the torque limitation in first and second gears?

A: Torque limiting in the lower gears has been a feature on many of our recent products, as it is on the Viggen. That's not what we mean. As you know, the boost is controlled by the Trionic engine management computer. What makes it a "variable boost" is that the boost pressure will rise to whatever is required to allow the engine to reach full output. This goes beyond the traditional APC, which dumps boost when detecting preignition, but which also allows boost to rise only to a fixed maximum level. We've specified a maximum boost level of a little over 20 psi (1.4 atmospheres), but you aren't ever going to see that at sea level. At sea level, boost will generally rise no further than the 15.7 psi where the 9000 Aero engine, with its similar maximum output of 250 plus ft. lb. of torque and 225 hp, was limited. But at 10,000 feet, that's where the 20 psi of boost comes in, and there the engine will still be generating its full output of 250 plus foot pounds and 225 horsepower.

Q: What causes a narrowing of the torque plateau? The 2.0 High Output Turbo (HOT) torque plateau ranges from 2300 to 4600. The 2.3 HOT doesn't plateau until 2500 rpm, which indicates a relatively larger turbocharger, but then it begins to drop off at just 4000 rpm. Is the torque being held back to keep the engine or drive train together?

A: First of all, the torque plateau isn't being "pulled back" to protect anything. In designing this engine, while it's similar to, say, the 2.3 liter Aero engine, it and the 2.3 LPT in the 9-5 truly are brand new engines. The block has been made smaller, lighter, and stiffer. The pistons and rings are new, and both engines are using low-friction rings. In the HOT engine we use forged pistons with reinforcements forged into the piston base, larger, stronger gudgeon pins, the head design has been refined, and the intake tubing is plastic for more uniform cross section and less flow restriction. The Turbocharger is in fact larger. We use a Mitsubishi unit in the Viggen because they happen to make a unit with pressure and flow characteristics better suited to this engine than any of Garrett's choices. Not that there is anything wrong with Garrett, we use their product on most of our cars and they work great. It's purely a question of the Mitsubishi matching the engine's requirements better. As for the reason why the torque begins to drop off at 4000 rpm, I'd only be speculating, but the V-6 in the 9-5 also starts dropping at 4000 rpm. We could be seeing a limitation from the intake baffling. Despite its being a very high performance sports coupe, Viggen is still lets you tour in civilized quiet and comfort.

This writer and the staff of NINES invite you to view a large group of these high-performance 9-3s at this year's SOC and interact with their owners. Please go to saabconvention.com. (That still holds for SOC 2019 - ed.)

The EMS

By Bill Walters

The EMS was the precursor for Saab sedan sportscars like the Viggen we celebrate at the Saab Owners' Convention 2019. Bill Walters was there.

The 99 EMS came out in Sweden in 1972 to showcase the new Scania built engine with electronic fuel injection. The US got the new engine in 1973 for all 99 models, along with the EMS. The initials stood for Electronic Manual Special.

The EMS was seen as a way to help position Saab as a sport sedan. Problem was that the EMS was not really "Special" in terms of performance. It came initially with a unique color scheme (Yellow exterior with Green upholstery), unique alloy wheels, and nothing else. Oh, joy.

We tried to spruce it up a bit with racing type mirrors and a spear stripe added at the ports, but that was all we in the US could really do. And it wasn't enough, and the car was not selling well.

Finally, I had enough. Sometime in late 1974 or early 1975 I sent a "shit-or-get-off-the-pot" telex (remember those?) to my product planning contact Klas in Sweden. I basically said that Saab needed to upgrade the car or forget it. I listed a number of spec changes, which included more power, suspension upgrades, front air dam, performance tires, and the like.

Surprisingly I got an almost immediate reply that they could add the following: front air dam, Bilstein shocks, low profile performance tires, quicker steering ratio, and smaller diameter padded rally type steering wheel. The additional power would have to wait until we got the Turbo.

It was clear that I was not the only one who wanted to upgrade this car, and they were just waiting in the wings for someone from their largest export market to push for it. After the car came out, my pal Klas would refer to it as "Bill's Car," which rightly pissed off a lot of people, most notably Erik Carlsson, who had also been pushing for such a car.

Erik Carlsson was most definitely someone the planners should have been listening to in developing the EMS. Erik put Saab on the map in rallying in the bad old days of the 1960s and was famous for winning prestigious rallying events in a two-stroke Saab, going up against some very tough competition.

And he would be rightly irritated that some young whippersnapper in America should be touted as the

father of the EMS. Remember, I only wrote the telex that put into writing what Erik and others had been saying for a long, long time.

After retiring from rallying, Erik became a spokesman for Saab through his continuous demonstrations of the safety features of our cars. He was very definitely Mr Saab. And over the years, we became friends.



Photography by S

But, to be honest, no one person can be totally responsible for any new car. The Ford Mustang, the brainchild of Lee Iacocca, was actually conceived, designed and developed by a group of planners and engineers. The EMS was no different.

And, so it was that I was asked to come to Sweden for tests of several different brands and types of tires. The chassis guys had worked out the rest of the specs, but they wanted our input as to which tires should be used.

The EMS Cont'd

I flew to Gothenburg, made my way to Trollhättan, and joined up with Sven-Åke Grahn and Magnus Roland. These were the guys that were going to make the upgraded EMS happen. They were also rally drivers.

The schedule was to drive three EMS prototypes to a racetrack not far from Trollhättan and test a number of brands and tire types. The tires we decided on would be used on the upgraded EMS.



Saab PR photographs.

Together we drove like hell up to the race track. It was all I could do to keep up with them on the back roads of Sweden. When we got there, they said they hadn't wanted to drive too fast since they knew I was tired and jet-lagged. Yeah, well thank God for that!

We started our testing, with each of us rotating out of one car and into another so all of us could evaluate each tire. After each round, we would discuss the merits of a particular tire. I am not a race or rally car driver by any stretch of the imagination, but I was able

to test the limits of the tires, sometimes spinning out in the process. But I learned an awful lot about tires that day, which has carried over to the present in my choice of tires for our personal vehicles.

In the end, we all decided on the Pirelli Cinturato CN36, which at the time was the best-handling tire Pirelli made. They were great on dry pavement, but absolutely terrible in snow.

So, the specs of the "new" EMS for the 1976 model year were almost complete. Magnus needed to do some testing with Bilstein to get the shock absorber valve setting just right, and that would take some weeks. In the meantime, Saab would use off-the-shelf Bilsteins for the first few production cars.

This would prove to be problematic.

A pre-production spec with the off-the-shelf Bilsteins and CN36 tires was built and was to be sent to the States for wider evaluation.

As it turned out, Jonas (President of the Saab subsidiary in the US) was to be in Sweden around the time the pre-production car was ready, and before it was due to be sent to the States. And naturally he wanted to drive it. And, so he did. And he absolutely loved it!

Whew. Thank God for small favors.

Some weeks later the car arrived in the States. I drove it for a bit but decided it would be politically correct of me to let our President drive it for a few days around Connecticut. So, I turned the keys over to him.

The next day he called me into his office, stood up, and threw the keys down on his desk. He said to tell Runar (the Saab distribution guy in Sweden) to cancel all orders that he could, and that we would not be taking any more. I was flabbergasted, and asked Jonas what was wrong, since he loved the car in Sweden.

The difference was the roads. In Sweden around Trollhättan the roads were beautifully smooth. The roads around where Jonas lived in the south of Connecticut were just the opposite: rough, potholed, washboarded, you name it. So, what else is new in the US?

The off-the-shelf Bilsteins were just too rough for Connecticut roads. They would have been fine

The EMS continues on page 10.

The EMS Cont'd from page 9

in many parts of California or other regions of the country, but not in Jonas' part of Connecticut. I explained that only a small number of cars with the off-the-shelf Bilsteins would be made, and that the new spec with the fine-tuned shock absorber valves would be just right for all driving conditions.

But Jonas would have no part of it. And I had to telex Runar to cancel all the orders he could.

So, my telex read something on the order of "I have been instructed by the President of my company to cancel all orders for EMS cars not yet built." At the time we were selling some 12,000 cars per year, and the EMS portion of this was to be around 2,500 cars, so it was not an insignificant portion of our sales.

Runar came back that the factory had already built somewhere between 1,000 and 1,100 units that we would have to take, and they were literally on the boat to the US.

Well, even if one did not know anything of the history of the EMS, they could guess what happened next. The car turned out to be a runaway success and was the beginning of Saab's entry into the sports sedan market. The Turbo would solidify our position in that segment a few years later.

In fact, *Car and Driver*, which had been a detractor of the first 99s, absolutely loved the EMS, and managed to clock a 0-60 time of under 10 seconds (9.65 seconds if I remember correctly) which was nothing less than amazing in those days.

So, we were really short of EMS models for the 1976 model year and had to beg the factory for more units in 1977. I trust that was done by Jonas. It was the least he could do. I don't remember having anything to do with it. And I carefully refrained from an "I told you so" attitude.

Also, by 1977, new interiors had become unique to the EMS, with the so-called suspender upholstery pattern, brighter colors, and a rear armrest. Also, more exterior colors had been added by then,

notably Silver, Black, and Cardinal Red. The EMS and Saab were clearly evolving.

What is my "life lesson" out of all this? I'm not sure.



Don't let the boss anywhere near your pet project? Make sure the product is absolutely right before launch? Go for broke and damn the consequences? Who knows?

But at least I had fun, cemented firm relationships with two more Saab engineers, and helped bring Saab closer to my original goal of being in the sports sedan market.

I always wondered why the factory chose to include the word Manual, and not just leave it as the ES. However, Volvo was using that designation for the 1800, so Saab could not, no way, never, ever use the same designation. So, EMS it was.

Years later, when we wanted to add the automatic transmission to the 900 EMS, at least one voice cried out in Sweden that we couldn't do that since it was an Electronic MANUAL Special. Aw, geez. Were we ever going to make progress with those Swedish folks? But we did add the automatic to the 900 EMS in 1979, and as far as I remember we did not call it the EAS.

SOC 2019

Highlights from this year's convention in Loveland, CO July 25 - 28, 2019 will include:

- Honoring 20 years of turbocharged performance with a very limited edition Viggen VIP Exclusive Package available for purchase now!

- The premiere Saab-only Concours d'Elegance

- Special speaker sessions including Saab Car Museum Curator Peter Backstrom from Sweden and Tim Colbeck, President and CEO of Orio North America – the exclusive provider of Saab OE parts and service

- SCNA Benefit auction of Saab related items (donations accepted!)

- Free Tech II vehicle setting programming and Takata airbag recall inspection/replacement on site

All Saabs, from daily drivers to race-prepped cars to restored classics are invited and encouraged to attend!

Register at: <https://saabclub.com/convention/>

Accommodations must be made separately. If you need to book accommodations, be sure to do that after you register!

See you there!

Please note that the schedule of events below is a draft version and subject to change.



Saab Owners' Convention 2019 Schedule of Events

Thursday - July 25		
Time	Event	Venue
Noon - onward	Car Wash (brought to you by Saabs @ Carlisle)	Car Wash Area North Parking Lot
Noon-5 pm	Registration Registered Members, Guests, and Vendors only	Registration Area Conf Center East
6:30 pm - 8:30 pm	SCNA Sponsor Appreciation Dinner w/ Cash Bar Speaker: Tim Colbeck President and CEO, Orio North America (*voucher required)	High Meadows Ballroom
Friday - July 26		
Time	Event	Venue
7 am - onward	Car Wash (brought to you by Saabs @ Carlisle)	Car Wash Area North Parking Lot
9 am - 5 pm	Registration Registered Members, Guests, Vendors and Day Passes	Registration Area Conf Center East
9 am - 5 pm	Exhibition Hall	River Birch C
9 am - 5 pm	SCNA Benefit Parts Sale	Lake Loveland B
9 am - 5 pm	Parts Swap Meet	East Parking Lot
9 am - 5 pm	Takata Airbag Recall Service (brought to you by Orio)	East Parking Lot
9 am - 4 pm	Reverse Steering Car Exhibition (Presented by MileHi Automotive, Denver CO)	Lot E
9 am - 10 am	Saab Club of North America (SCNA) Annual Meeting and Election	River Birch B
9:30 am - 10:30 am	Tech Session: TBD	River Birch A
10:30 am - 11:30 am	Tech Session: Seth Bengelsdorf (NINES Publisher/SCNA Board Member) Writing for NINES, the History & Future	River Birch B
12 pm - 1 pm	Lunch Buffet (*voucher required)	Goldenglow & Snowberry
1 pm - 2 pm	Tech Session: Jim Hutchings (VSCNA) & Fredrik Ekandahl Vintage Saab Overview	River Birch A
2 pm - 3 pm	Tech Session: Gary Stottler (Saabted.com) Replacing Light Bars on NG 9-5	River Birch B
3 pm - 4 pm	Tech Session: Jerry Danner (MileHi, Denver) "Deer vs. Viggen": Repairing the Museum Viggen	River Birch A
4 pm - 5 pm	Tech Session: Peter Backstrom (Saab Car Museum, Trollhattan) Topic To Be Announced	River Birch B
6 pm - 9 pm	Cocktails Cash Bar	High Meadows Ballroom
7 pm - 9:30 pm	Orio Welcome Dinner Guest Speaker: Jerry Danner (MileHi, Denver) 50 Years of SAAB Service Keynote Speaker: To Be Announced (* voucher required)	High Meadows Ballroom
9:30 pm - onward	Parking Lot Socializing	East Parking Lot
10 pm - onward	Gathering of the NINES After-Party! ALL ARE WELCOME	To Be Announced At Dinner
Saturday - July 27		
Time	Event	Venue
7 am - Onward	Car Wash (brought to you by Saabs @ Carlisle)	Car Wash Area North Parking Lot

9 am - 5 pm	Registration Desk Registered Members, Guests, Vendors and Day Passes	Registration Area Conf Center East
8 am - 4 pm	Tech II Readings: Anthony Ferra (Swedish Motors) & Richard Rios	East Parking Lot
8:30 am - 10 am	Parking for the People's Choice and Concours d'SAAB	East Parking Lot
9 am - 5 pm	Takata Airbag Recall Service (brought to you by Orio)	East Parking Lot
9 am - 5 pm	Exhibition Hall	River Birch C
9 am - 5 pm	SCNA Benefit Parts Sale	Lake Loveland B
9 am - 3 pm	Reverse Steering Car Exhibition (Presented by MileHi Automotive, Denver CO)	Lot E
9 am - 10 am	Tech Session: Tom Nelson "Project Red Bull": Multigeneration Restoration of 1961 Bullnose 96	River Birch A
10 am - 11 am	Tech Session: Jeff Gorenflo (Orio) The State of Saab Parts	River Birch B
10:30 am - 2 pm	People's Choice Voting Open	East Parking Lot
11 am - 12 pm	Tech Session: Tom Donney (Saab USA Heritage Car Museum) Topic To Be Announced	River Birch A
11 am - 3 pm	Concours d'Saab Judging	East Parking Lot
12 pm - 1 pm	Lunch Buffet (*voucher required)	High Meadows Ballroom
1 pm - 1:30 pm	Vintage Saab Club of North America (VSCNA) Board Meeting and Election	River Birch B
1:30 pm - 3 pm	Vintage Ride-Alongs (Brought to you by VSCNA)	East Parking Lot
3 pm - 4:30 pm	Group Photo (BE ALERT FOR THIS ONE!)	TBD
6 pm - 9 pm	Cocktails Cash Bar	High Meadows Ballroom
7 pm - 9:30 pm	MileHi Awards Banquet Speaker: Peter Bäckström Curator, Saab Car Museum (*voucher required)	High Meadows Ballroom
9:30 pm - onward	Parking Lot Socializing	East Parking Lot
Sunday - July 28		
Time	Event	Venue
9 am - 11 am	Saab Club of North America Benefit Auction All Welcome! Cash/CC/Paypal Accepted!	River Birch C
12:00 PM	Prepare To Depart	

* Meal Vouchers will be provided at the time of registration. Any remaining vouchers will be made available to registrants or Day Pass participants on a first come, first serve basis.

SCNA members who cannot attend the SOC will find their Proxy Ballot on page 12.

2019 Election Proxy Ballot

Saab Club of North America Official 2019 Election Proxy Ballot

The following candidates are presented for the Saab Club of North America (SCNA) officer and board member election to be held at the annual business meeting at the owner's convention on Friday, July 26th. Members attending the business meeting will vote by secret ballot on premises. Members who cannot attend to vote in person can vote by proxy using this form or a copy and following the steps below.

STEP 1 - Vote for Candidates (check all):

Board Members:

- _____ Greg Abbott
- _____ Seth D. Bengelsdorf: Parliamentarian
- _____ Sandy Bogage: President
- _____ Daniel Cahill: Vice President
- _____ Jan Gravley
- _____ Jim Hickstein: Treasurer, Membership
- _____ Chad Rousseau



STEP 2 - Provide Your Member Information:

Please make a copy of this ballot, be sure to *print* your name, address and membership number to verify your membership and sign the proxy.

Name: _____
SCNA Member Number _____
Street: _____
City: _____ State: _____ Zip: _____

Signature: _____

STEP 3 - Mail Proxy Ballot
Must arrive by July 18, 2019
Insert in an envelope, add postage and send to:

Embassy Suites by Hilton Loveland Hotel Conference Center & Spa
ATTN: Saab Club of North America/Kristen Solano
4705 Clydesdale Parkway
Loveland, Colorado 80538
PLEASE HOLD FOR SAAB OWNERS' CONVENTION JULY 2019

Saab Clubs News

By Allan Holmes

Virginia Saab Meet and Greet

It started out as a simple mission: to find a more accommodating space for the monthly gathering of the Saabklubben of Virginia and yet, it very quickly morphed into a magical event.

We were introduced to the Castle Hill Cider estate by John Rhett, who originally designed and birthed this award-winning Virginia cider business. On a crisp, sunny and picturesque late winter afternoon, we took a leisurely drive on the Albemarle County back roads to tour the venue, meet the staff and partake in the world-renowned Albemarle Phippen Apple-based cider.

Upon arriving at the 600 acre estate, we were greeted by the meticulously-kept grounds, inviting mountainous views and a sense of history that immediately grabbed our souls and attention. Castle Hill used to be owned by Dr. Colonel Thomas Walker, who was a physician, explorer and mentor/guardian to Thomas Jefferson. Castle Hill hosted 7 United States Presidents and many dignitaries over the years, which led to Walker's elite status within the community. As our Saabs navigated over the smooth Jersey Shore gravel, with its beautiful hues of white, tan and yellow gold, we wound our way up the driveway, alongside the white fence line. As the 11,000 square foot main building, dressed in stark white, with its stunning arched accents and steeply pitched black shale roof crept into sight --- we immediately felt a sense of warmth and excitement.

After a few nightly meetings, at the home of Claude Ripley, the decision was made to host what would be our 1st Annual Virginia Saab Meet and Greet event at Castle Hill Cider, on the last day of March 2019. The first call went out to Philip and Amy Klene, who immediately agreed to come down for a tour and to take the official event photos. Philip knew just how he wanted to arrange the Saabs for the official event cover photo, in a meaningful order, with the necessary wheel angle to show the OEM rims. Amy did a masterful job on the photos, layout and text for the event!! The next task was to line up some event sponsors. As always, Scott Patterson (The Saab Network/Saabnet) led the way as our headline sponsor. Next up Donald Northam (Virginia Saabs) teamed up with Lee Kelso (Lee Kelso - YouTube Channel) to put together the social media campaign. Claude Ripley and John Sleeman (Saabklubben of Virginia) teamed up with Donna and Annie (International Imports) to rally the local Charlottesville/Saabklubben community together. Marcie Coleman

and Will Johnson (TheSaabProject) teamed up with Christos Fotiadou (European Cars of Williamsburg), followed by; Romain Mariani (RBM Saabs Parts), Pete Millar(SaabTech), Seth Bengelsdorf (NINES), Shelly Baxter and Mark Welker (SCNA and Atlanta Saab Group), Shane and Kevin Mulchy (Swedish Performance), Jon Desenberg (Central Penn Saab Club/Saabs@Carlisle), Tom Donney (Saab Heritage Car Museum USA) and our dear friend Matt Printz (Krona Performance).



All photographs by Karis Nix.

The Saabs began to invade Castle Hill Cider in the early afternoon from all corners of the USA; Virginia, West Virginia, North Carolina, Michigan, Georgia, Maryland, DC, Ohio...and even South Dakota!!! The Saabs came in groups and convoys and within a blink-of-an-eye, 61 Saabs and 107 Saab enthusiasts were assembled on the "showfield."

The party quickly moved outside to the front courtyard where Franklin Daniels made the official transfer of his beautiful, 32k-mile Edwardian Grey c900 Turbo to Tom Donney and the Saab Heritage Car Museum USA.

We are happy to report that the Virginia Edwardian Grey c900T was, safely and without incident, piloted all the way back to its new home in Sturgis, SD, by Tom Donney.

The Virginia Saab Meet and Greet event was such a success, we have decided to make it an annual event. If you are interested in organizing a local Saab Meet and Greet in your area, please contact the Saab Club of North America.

Mark Welker reports:

A fine, sunny, crisp Virginia morning in March. 61 Saabs, more than 100 Saab lovers, and a gorgeous setting at Castle Hill Cider—the 1st Annual Virginia Saab Meet & Greet was terrific!!

Saab Clubs News continues on page 24.

The Viggen Life

By Martin Wojtowicz

Excerpts taken with permission from the Saab Club of Canada.

The purchase price of a new Viggen included a voucher for participation in the Viggen Flight Academy (VFA) at the famous Road Atlanta Race Track in Georgia. The two-day event included driving instructions in factory supplied Viggens. All I had to do was to book my flight and get myself down there at my convenience. My turn came in June of 2001 and it was worth the effort. For two days I got to mingle with 24 other Viggen owners from various parts of the US. There was also another couple from Toronto, who drove down for the event. At the end of the school each participant was presented with an extra Viggen badge, a white Viggen shirt and a diploma. The winner of the autocross event also received a Viggen hat. These hats are prized items among Viggen connoisseurs.



Everybody who attended the driving school obtained such a certificate, but the cap is special and very rare. Photographs provided by the author.

On the morning of Saturday, June 16th, 2001, we were greeted at the race track by 8 Viggens parked in front of the entrance. This was a nice touch! They also parked one beautiful blue car inside the classroom and had some accessories on display. We were all presented with white polo shirts embroidered with Viggen logo, as well. An American catalogue of Saab accessories was on hand to tempt us with more purchases. The catalogue contained a lot more items than our Canadian dealer provided.

The school was full, with 24 participants and 4 guests. The guests (read wives, girlfriends and fathers) attended the lectures and could hang around the track to take pictures and cheer us on. All students were from the US except me, my wife and another

Canadian couple who drove in their silver Viggen from Toronto. We flew into Atlanta and drove a rental to the track. This was fine, except that we got stuck in the weekend traffic on the way from the airport. Just as bad as in Toronto.

The first item on the agenda was the introduction of the instructors, all very cheerful and all local racers and qualified Panoz Racing School members. Cass W. was chief instructor. The participants introduced themselves by giving a count of their previous Saabs. We counted up to 72 in our group. A comparatively low figure, due to the proportionally high number of first-time owners. There were three women owners. The ages of the drivers ranged from a 17-year-old boy, who got a Viggen for his birthday, to a fellow of around 60, who had had 10 Saabs in the past. It was a real study in psychology to meet and listen to the other Viggen owners and share their enthusiasm.

Cass conducted excellent classroom sessions for 1 hour in the morning and 30 min in the afternoon. The rest of the time was spent rotating among the different stations, set around the track ground, in groups of 8 students. Exercises covered the same basics as other driving schools I attended but the facilities at road Atlanta were far superior and Saab USA provided the cars. The best exercise involved testing the cars for their ability to change lanes rapidly. "Imagine driving on the highway in traffic and a wheel falling off the truck in front of you. What do you do?" The wheel was simulated by a set of traffic lights placed at the end of the runway. The lights were initially red as you got going and one of them was switched to green after you passed through the first set of pylons to indicate which lane you were supposed to enter. At 70-80 km/hour a different light went green and you were supposed



The Viggen Life Cont'd

to switch to that lane by performing a sudden evasive maneuver without letting go of the steering wheel. It some practice but the exercise showed that the Viggen handled any maneuver we could throw at it perfectly, even a 2-lane switch, providing we helped the weight transfer with judicious use of the gas pedal. I would like to do this exercise on wet pavement though!

We had a wide choice of Viggens, 2000 and 2001 models with and without the traction control (TCS). Viggen connoisseurs will notice a slightly different antenna on the USA model. It is little longer than the Canadian one and bent at its base.

Next we went to the autocross circuit. A miniature racing circuit (autocross) was set up on a narrow paved lane. Small red pylons helped to show the way. Taller pylons were placed strategically at each turn-in, apex and exit points of the curves. In my first run through the course I instinctively used the tall pylons as guides and watched the other students stumbling through the track. They didn't know what they were for, until Day 2 of the event. My "baseline run" took 34.02 seconds, not the fastest, but I didn't rush, trying to be smooth, not fast. On the second day we repeated this course "to see how much we learned." On that day I ran last in my class, thinking that I would benefit from all that rubber laid down on the track. (I watch F1 qualifying, you know...). I didn't foresee however, that all that rubber came from the same car that I had to drive (LOL). The car had no traction control (black Viggen 2000) and its Pirellis were completely worn after several students drove around the whole track spinning the wheels all the time. Nevertheless, my improved time was 30.48 sec, good enough to win the first place and a neat Viggen Cap.

The finale was the relay race among the three groups. This was a fun event, a comedy of errors, really, and the team that made fewest errors, such as pitting in the wrong place or shutting the engine between driver change, won. All in all, a very interesting and enjoyable weekend. At the time of my event only 25% of Viggen owners took advantage of this school. With sufficient interest an advanced school was being planned, but the students would have to pay a tuition fee of around \$1,000. A bargain considering that Saab would pay for cars and tires. These plans never materialized and the school was discontinued since the production of these great cars stopped in 2002.

The relay race involved 2 laps by each driver and changes of the drivers while the car stood idle. The exercise revealed that fastening of the seat belts

could take a painfully long time!

The skid pad is shown in the background. This one was really wet thanks to an automatic sprinkler system using recycled water.

After attending the VFA and having driven my own car for 15,000km (at the time of the trip) I fully agreed with the claim in the Viggen brochure that "9-3 Viggen is a unique Saab that offers a rewarding and exciting sports-touring experience to the car enthusiast." It is not a track car, and not an equal of M3, S4 or Type R in pure performance. However, it is an interesting and challenging car to drive. Its quirkiness keeps you alert while superior ergonomics, highway manners and good looks make you feel sorry for just about everybody else on the road. Except, all other Saab drivers, of course.

Almost 20 years later, I still drive my Viggen. It has been a big part of my life and a source of pride and satisfaction. Although the car is in perfect condition, it is certainly not a garage queen. It has been a platform for many performance-oriented projects and a steady source of income for several Toronto and US shops. The most recent chapter of my Life with Viggen included my attempts to compete in a grassroots racing series the Ontario Time Attack. My yellow Viggen was transformed into a racing machine and admirably allowed me to learn the basics of the competitive track driving but, this is a story for another time....



Martin's Viggen in racing trim.



The Doctor is In

By Kelly R. Conaty, MD, MBA



Cracked Viggen Seat Leather Repair

In the last issue of *NINES* I discussed how to repair a minor tear in a leather seat. I hope that my series of articles has inspired readers to experiment with their own leather seats in need of repair. As I stated in my last article, it is my philosophy that with any DIY leather repair, the goal is not necessarily perfection, but rather to make the defect less noticeable to the casual observer. I guess that last statement depends on how much of a perfectionist you are! Such is the case with repairing a cracked leather Viggen seat. It is very difficult to repair a Viggen seat because of the two-tone leather and the pebbled inserts, which are very difficult to repair. You can go a long way to making the seats look better, however, and I show you how in this article. It is particularly timely, too, just in time for the Saab Owners' Convention coming up in July.



As with rips, tears, and holes, seats end up with unsightly cracks. Some of the cracking is the natural

Before and after. All photographs by the author.

consequence of using animal hides for seat covers, and some cracking is normal. Cracks become worse though when grit and debris ends up in the crack, and the constant flexing of the crack acts to wear away at the coating of the leather. As I have stated before, improper use of "conditioners" and leather "moisturizers" without prior and proper cleaning will



act as a magnet for dirt and grime, and accelerate cracking. Once the crack wears away the surface layer and starts affecting the color layer, it is difficult to make the seat look good. Eventually the crack will form a rent in the leather. Then it is too late, and if the rent is large enough, the only way to correctly repair the damage is to replace the leather panel, a job which exceeds the capability of most DIYers.

As in any other cosmetic repair, surface preparation is the key. Essential for any repair of leather seats are a good All Purpose Cleaner (APC), isopropyl alcohol (IPA), 300 grit sandpaper, leather repair filler, and leather dye. An artist's palette knife is a handy tool for this and other leather repairs. Leather filler can be sourced from any number of suppliers as well as the leather dye. I use filler from Leather World Technologies. Leather dye can be in liquid form or balm, or can be a good spray on dye such as Colorbond LVP or SEM Classic Coat.

The first step in any leather repair is a thorough cleaning of the area with APC and a light sanding, and then wiping down with IPA. It also helps to have realistic expectations of how well you can carry out your repair. None of us are experts, and if you want your seats repaired by an expert, there are many available that would be willing to do the work for you. The process that I describe is the same used by experts, so why not give it a try yourself and save a few bucks? If you botch it up, you can always take it to an expert, or do it over. The process is not that difficult and I would say that the most important thing that you can do to get a good repair is to take your time, and redo areas that don't come out good enough.

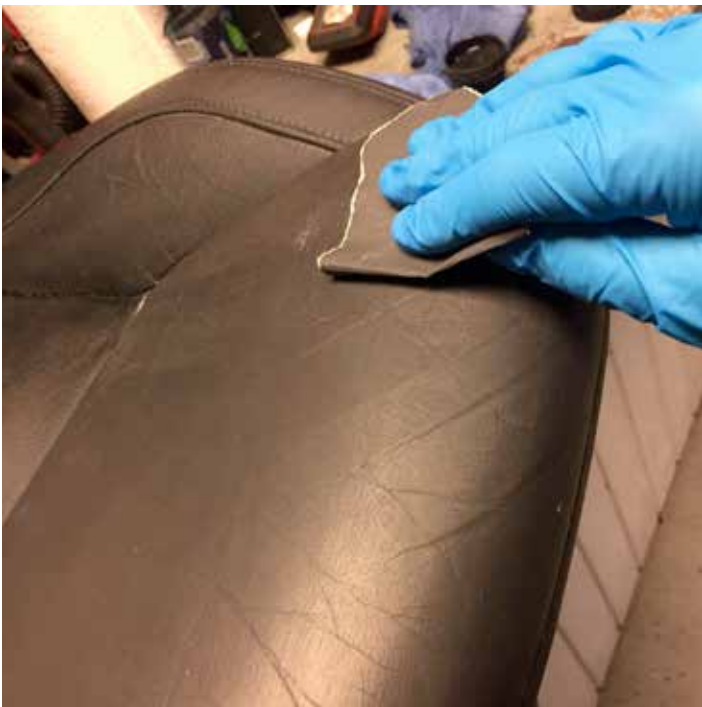
With this repair, or any other complex repair, it is best to remove the seat from the car and work on it on a bench. If you do take your seat out, disconnect the battery first so that you won't get a SRS light on your instrument panel. Those are a pain to reset! It is always easier to work on seats outside of the car. Lighting is better, you can reach any part of the seat



better, and not to mention, as in my case, it is much easier on the back.

After a thorough and proper cleaning and light sanding of the leather is accomplished, start applying filler in light coats. I use dark filler

but some people prefer to use white filler so that they can monitor progress more easily. It doesn't matter, as you will be dyeing color over the top of it. You can let the filler dry on its own, or use a hair dryer to speed drying. The biggest mistake you can make (after improper prep, that is) is applying the filler too thickly.



Many light coats with a light sanding in between is much better than heavier coats, and your result will be much better too. It may take many coats of filler before you are satisfied. If you are a perfectionist, this will take you some time. Always sand lightly between coats. Once you are satisfied with the progress, it is time to dye the surface. In some instances, you may



want to dye the entire seat. For this repair I just dyed the panels that I repaired. I always get good results using SEM Classic Coat, and that is what I used on this seat. Again, a good cleaning and light sanding with a wipe down with isopropyl alcohol will pay dividends in the longevity of any repair. Tape off any areas that you don't want to get coated, and use very light coats of the dye. It may take several coats to cover the repair. For the insert portion of my seat, I used a gray dye to try to keep the two-tone look to the seat. I also used a product called Spray Grain to try to give that area a rough or pebbled appearance.

As with any repair of leather seats, it is a good idea to topcoat with some Acrylic Finisher once the dye has dried. I urge anyone to try some of these repairs on their worn leather seats. You have very little to lose and everything to gain. With our cars getting older and older, and with the leather seats detracting from the overall appearance of our cars, this is a good way to turn the clock back a few years. Saab On! Happy 20th Anniversary Viggen!

I am more than happy to answer questions or to offer advice at kconatymd@gmail.com. I can also be found on Facebook at www.facebook.com/kconatymd.

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



On the Column



By **Bob Miller**

The Quirkiness of Saab

The word "quirky" has often been applied to Saab automobiles; it has a nicer ring to it than "weird." Besides, Saab would not win the award for weirdest cars; there have been cars with 3 wooden wheels, or driven by propellers or steam engines, and other manufacturers (Citroën comes to mind) were way more eccentric. What Saab was was innovative and technically advanced, as you might expect from a manufacturer of fighter aircraft. However, the Swedes are a pragmatic lot, not prone to leap into unknown territory, and many of the innovations found in Saabs were initiated by other manufacturers. The Germans developed the 2-stroke engine to a high level and had a 3-cylinder 2-stroke car (DKW) before Saab did. Independent suspensions long preceded the first Saab, as did the transaxle, unit-body construction, and front-wheel drive. What Saab did so well was to integrate these proven technologies into an economy car built to a high standard of quality and reliability, practical yet sporty. And, of course, Saab used off-road rallying to promote sales of their tough little sedans.

I'd like to make a comparison of features of the 1966 Saab 96 and its main competitors, the Volvo PV 544 and the Volkswagen Beetle. The Beetle, or bug, was clearly the most successful in sales, with an eventual run of 21,529,464 produced on the same platform, from 1938 through 2003, quite a record. However, it had the disadvantage of being a 1930s design, as evidenced by the protruding fenders and vestigial running boards. The Volvo PV544 was at the end of its run in 1966, but Volvo was the only other Swedish car maker, and the model was extremely popular (in Sweden). In fact, when Volvo came out with the 120-series the next year, it apologized to its buyers for making the change. The PV 544 was an update of the PV 444 that debuted in 1947, and clearly had 1940s styling. The PV 444 came to the US in 1956 and was replaced with the updated PV 544 in 1959. Saab's styling was, ahem, unique, based upon wind-tunnel testing to make the most of its low-powered engine by reducing drag rather than by adding power.

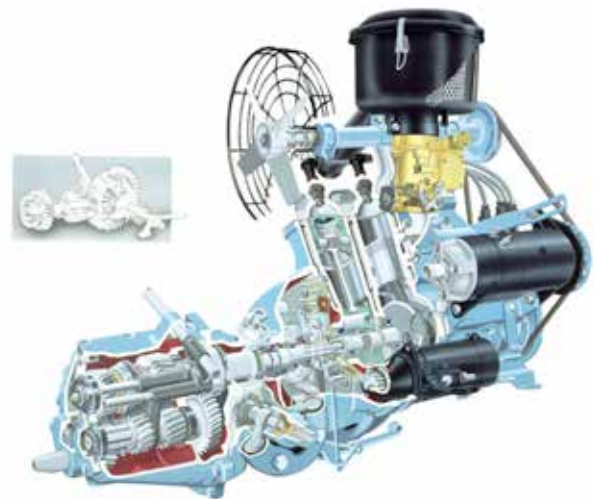
Let's compare feature-for-feature what each of these compact sedans had to offer in 1966:

All had DC generators, VW with a 6-volt system, Saab and Volvo with 12 volts. (VW would get 12 volts the following year)

Saab and Volvo had extremely effective forced-air heaters and defrosters, whereas VW depended on the engine's cooling fan to direct air over the cooling fins and forward into the cabin. It is rumored that some heat actually arrived. An exhaust leak meant carbon-monoxide poisoning.

Each manufacturer took a different approach to layout: Volvo very conservative with front engine and rear-wheel drive, VW with rear engine and rear-wheel drive, and Saab with front engine and front-wheel drive. One wonders how Volvo was so popular in snowy Sweden when Saab had the engine weight over the drive wheels (as did VW).

Weights were in the same ball park: Saab at 1,925 lb., Volvo at 2,140 lb., and VW at 1,780 lb.



Engines were quite different: Volvo again conservative with its water-cooled in-line 4-cylinder 4-stroke, Saab emulating DKW with a water-cooled in-line 3-cylinder 2-stroke, and VW with an aircraft-derived opposed 4-cylinder 4-stroke with air cooling. Like aircraft engines, it turned relatively slowly and made its power from a relatively large displacement. Saab chose the 2-stroke for several reasons: it was light, compact, powerful for its size, and could be economically manufactured, as it had few moving parts. This was important for a manufacturer which had never made an engine (aircraft manufacturers traditionally buy their engines from outside suppliers). Another happy advantage of the 2-stroke engine was that it would start in very cold weather without the drag of thick engine oil on its crankshaft. Regarding power, the PV 544's B18-B 1,778 cc engine produced 115 HP, compared to VW's 1,285cc producing 50 HP

On the Column Cont'd

and Saabs 841cc producing 46 HP. Note that the Saab's 2-stroke engine produced 92% of the VW's power from less than 2/3 its displacement, but over a much narrower power band.

Regarding suspension technology, all had independent front suspensions: Saab and Volvo went with double A-arms, coil springs, and tube shock absorbers. VW had unique double trailing-arms with torsion-bar springs and tube shock absorbers.

Rear suspensions could not have been more different. Saab had a tubular, U-shaped axle, located by a central bearing and lateral trailing arms, making it semi-independent. Coil springs and tubular shock absorbers (lever-arm on the model 95 wagon) were employed. Volvo had a solid axle on coil springs, located by semi-trailing arms and a panhard rod. VW had swing-axles with trailing arms and, again, torsion bar springs. Although this was a true independent suspension, it only articulated at the transaxle, having no outer U-joint, so that the wheel camber changed dramatically with suspension travel. Although it rode remarkably well and was sturdy, it also led to many a VW's departure from the road tail-first, as the cornering forces jacked up the rear suspension, tilting the wheels onto their outer edges and reducing grip just when it was most needed. Rearward weight bias did not help this situation. Later Beetles had wheel-travel limiters, and, finally, double-jointed axle shafts with semi-trailing arms, which resulted in much improved camber control.

By 1966, Saab and Volvo had many safety features, such as unit-body construction (more difficult to repair than body-on-frame, but inherently stronger for the weight), 3-point safety harnesses (for front-seaters only), crush zones, roll-over protection, and diagonal brake circuits which helped keep the car stopping in a straight line if one circuit failed. VW had none of the above. Saab had flow-through ventilation, a pop-out windshield, and interior padding for crash protection whereas VW had the driver's nose inches from the windshield and nothing but the gas tank and the spare tire to protect the passengers in a front-end collision. Hmm, just a gas tank, some compressed air, and some electrical wiring to add a few sparks.

Clearly, Saab was the most technically advanced of the three designs, likely the safest, and had clear advantages in starting and driving in lousy weather. So, why was VW the big winner in the U.S. compact foreign car market? It certainly matched Saab for quirks, having a rear-engine, air cooling, torsion-bar suspension, and 1930s styling in the '60s. But it had some important things that Saab did not: first and

foremost, an extensive dealer network. American mechanics for the most part were uncomfortable working on foreign cars with odd lay-outs and metric hardware, such as the VW; to sell in the U.S, there had to be a VW dealer within a reasonable driving distance, and there was. VW offered reliability and build quality not seen in many foreign cars, and they were easy to service and repair, though the latter qualities also applied to Volvo and Saab. VWs were torquey, easy to shift, and had a laid-back personality. Volvo had a stodgy image and a well-earned reputation for reliability and longevity, and appealed most to academics. It also made more than twice the power of the Saab and got about the same fuel economy. Saab was much more innovative and sporty, and appealed to engineers and nonconformists, but it required involvement from its owners. They had to mix oil with the gas, learn to use an odd column shifter, learn the ins and outs of 2-stroke engines: No lugging! Keep up the revs and don't let it idle too long or the plugs will foul. Oh, and don't forget about free-wheeling! Sadly, most Americans were not interested in cars that required this level of involvement. Those who did, enjoyed the amazing performance of this well-built Swede, and some of us are lucky enough to continue to do so with our vintage Saabs. Weird? Maybe. Quirky? Definitely! What some call quirks, others call personality, and what Saab lacked in mass market appeal (and thus financial success), it more than made up in uniqueness and fun!



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.

Professional Perspective



By Chuck Andrews

What If?

Have you ever played the "What If" game? It is contagious! Friends encourage it and so does social media. The game creates an uneasy hesitation and lack of confidence. Does your Saab get you to all the needed places without fail and on time? Who will bail you out if something happens to your Saab? Are there parts available to fix it? There are a million "What ifs" that you can torture yourself with. Will you succumb to the "What If" game or will you come to your senses and deal with your fears?

I have to admit that I know full well what a car's inconvenience can cause because for over 42 years our auto shop had to deal with it daily. Did I get afflicted with the "What If" syndrome? I am afraid to admit that I have to stay focused sometimes to see all positives about my Saab without a negative creeping in. Here is my most recent "What If" story.

In January of 2019, we were invited by my son and daughter-in-law to fly out to LA to see their youngest son, our grandson Micah. There were no "What ifs" with this trip. We rented a car because we had lots of places to see on our itinerary including the Nethercutt Museum (the car aspect of the trip, for sure). We were happy to go to CA and escape a week of our MN winter here in the rustbelt.

When we got back to MN, we started planning another trip. We had been thinking of driving to the southern states during our MN winter sometime in February. I looked at the length of our driving trip. It was not going to be as long as Linnea Krajewski's Colorado Dreamin' trip of 5,000 miles, but nevertheless, I decided there were a few things that would get repaired or replaced on our 2001 Saab 9-5 Aero wagon before we made the trip. A mechanical difficulty in sub-zero temperatures can be more than inconvenient.

You may recall that I am challenged by the "stupid reliable" syndrome so in the week before we left I decided that I would have all the 18 year-old coolant hoses replaced except the upper and lower radiator hoses which were just two years old. I made a call to Saints Automotive in Princeton, MN and they confirmed that they could install the hoses in plenty

of time for our departure date. A call was made to Matt at esaabparts.com and all the hoses were delivered the next day. I also decided that my spare (recently purchased) NAPA rebuilt Bosch alternator should be installed now while Saints had our Saab in their shop. The old one had over 250k on it and worked fine but... "What If"? Saints Automotive got the job done well and on time and also did a pre-trip inspection. Now my "What If" doubts were totally at ease. Linda and I planned to be gone for 3-4 weeks driving approximately 3,500 miles through 14 states. For sure, it was the time to go south because we were experiencing sub-zero temps and frequent snowstorms in MN.



Chuck with Paul Selin, tech at Saints Automotive, ready to install hoses, alternator and water bypass valve.

We planned to leave on Monday morning, January 28th and drive south just a few hours to Rochester, MN to spend the night at my brother's house. But alas! There was a snowstorm over the weekend and through early Monday which left the roads in poor shape. No worries--we are retired. We didn't need to be home for a month. On Tuesday, although it was below zero, the roads were safe again so we were finally on our way to Rochester. The Aero was looking and running great. What a joy to road trip in a car you love to drive!

Early Wednesday morning I went outside to start the Saab. The Aero had been parked overnight outside my brother's garage and it was -31 degrees. At home the Aero lives in a heated garage so I have not had a chance to test the cold weather starts for several years. When I tried the starter, the engine turned over very slowly (10w30 Castrol synthetic oil) then came to life. Something was screaming like a banshee under the hood. I let the car idle, checked under the hood and laid down under the front of the car in the snow to see if something had leaked out of the car. I was thinking that the sound could be a

Professional Perspective Cont'd

power steering pump running without oil. The sound was decreasing but there was engine oil trying to drip on the ground. It was so cold that there were just strings of congealed oil from the oil filter to the snow covered ground. Thinking of things I could do in those temps, I decided to see if I could reach the oil filter. It seemed to be the location of the leak. I was able to reach the filter and managed to tighten it only a perceptible amount. The leak seemed to stop! I let the engine idle and warm up thoroughly and moved the car several times to fresh snow so I could verify that the leak had stopped. It had and the screaming sound was gone as well. I checked all the fluid levels again including the oil level. It seemed like the leak, while looking catastrophic in the snow, was only a few teaspoonfuls. I couldn't see the loss on the dipstick.

Now it was time to get south of the cold and snow. When we drove through Kansas City it was +15 degrees. As we made our way through IL, KY and into AL, the Saab ran without flaw. No "What ifs!"

In AL, we visited the Talladega Motor Speedway with two Saabs among the many famous race cars in the museum on display. The Saabs commemorate their many speed/endurance records set at this track. I know many of you have visited Talladega with the SOC in the past. Last summer I was able to haul one of the Talladega record setting Saabs from Ft Dodge, IA to the Saab Heritage Museum at Sturgis, SD. While at the track, I had hoped to see what history and details the Talladega Research Library had on those Saab International Records. No such luck!

We stayed several days at my brother-in-law's home near Montgomery, AL. Linda and I were able to visit several museums learning about Civil Rights and Civil War history. From there, we drove on to Miramar Beach, FL. There was lots to see and experience. The white sand beaches in that part of Florida are exquisite.

Continuing on our trip, the next stop was Pensacola, FL, then on to Vicksburg, MS. We intended to learn about the Civil War battle that occurred at the Vicksburg National Military Reservation & Park. It has a driving tour of 16 miles with 1300 statues and displays, etc. We arrived at the park when it opened at 9 A.M. and were soon enjoying the beautiful day and soaking up the area's history. We drove the historic loop at less than 20 mph with many stops to get out of the car to read plaques, etc. about the battle and 47-day siege. About two hours into the tour, we had stopped to read and survey some of the battle information but when I restarted the car, the alternator light came on (and the notorious "Ding Dong" warning sound). We decided to continue on

with the tour but not make quite so many stops and not shutting the car off. We made the rest of the tour okay so now it would be time to deal with the "What If."

Using my smartphone, I located the NAPA Auto Parts store in Vicksburg. It was just a few miles away so we found it quickly. I explained to the counter man that this alternator only had 2k miles on its Lifetime Warranty. He sent a technician out to the car with a gauge to see if the alternator was really charging the battery or not. He confirmed that there was a problem. One of the reasons I had chosen a NAPA part is because they have stores all over the country and have recommended shops that they work with. This store was not able to work on the Saab but they recommended Plaza Auto Service about a mile away. By the time we arrived at the auto shop, it was 2:30 on a Thursday afternoon. Plaza Auto Service is a 6-bay shop with maybe 40 plus cars packed in the parking lot and not really a parking place close to the office. As we looked for a parking place, I surveyed the variety of cars that they were working on. There was, I believe, every domestic brand of one sort or another and many foreign makes, both Asian and European, including BMW but not Saabs. I noticed a couple of vehicles that I could not identify. I knew that this was a place that could work on the Aero!



Two Suzuki right hand drive, AWD, 3-cylinder units in the Auto Plaza parking lot convinced me that they were capable of working on my Saab. All photographs by the author.

The owner/service writer, Dole, was running an errand so a young lady, Jessica, in the next office helped me. I explained my situation and she sent one of her men out to test the alternator to be sure we were all on the same page. It did not charge for him either. Jessica looked up the time it should take to replace an alternator in a flat rate manual. It was 2.2 hours. She looked at her schedule and advised me that they would not be able to work on our car. The

Professional Perspective continues on page 24.

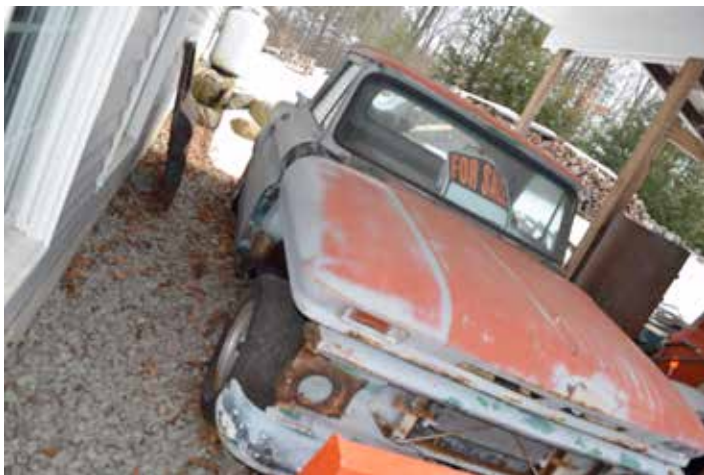
Through a Windscreen Darkly



By Linnea Krajewski
In Which Tommy Buys a Benz

My younger brother Tommy has pretty much been a truck guy for most of his life. His first vehicle was a hand-me-down Chrysler Newport that originally belonged to my Dad. The Chrysler was almost as big as a truck, with trunk space rivaling a truck bed. When Tommy took the car over, it was in need of work, particularly the brakes, which were drums all the way around. Tommy replaced the brakes and then took the car out for a test run. When he pulled into the driveway, he discovered how important it was to bleed the brake system...with no serviceable brakes, he used the small pine at the corner of the driveway to bring the car to a halt. He later used the car to pull the tree upright.

Not long after the brake incident, the Newport reached the end of its useful life, and Tommy found a gently used Dodge D100 at a local dealer. To say that the truck was an economy model was an understatement.....no power brakes or steering, no carpets, an AM radio, a four-speed manual and a Slant Six under the hood. The Dodge took Tommy through the remainder of high school and into his early years as an auto tech.



All photographs by the author.

Tommy ditched the Dodge for an early eighties Chevy Silverado. The truck was black over silver, but was only a two-wheel drive model. A few years later, he bought another Silverado, this time a four-wheel drive unit in white. He had taught himself to plough

snow, so this truck was the first of his vehicles outfitted with a snow plough.

While all of these trucks were in the driveway, Tommy was also in the middle of restoring a '64 Chevy C20. The truck was rusty in the extreme when it arrived in the driveway; Tommy took it apart and slowly rebuilt the truck from the frame up. I remember walking into the garage and admiring the freshly painted frame on four new wheels with the rebuilt engine sitting in its cradle. Firing the engine for the first time, Tommy got a little too close to the exposed exhaust and was sans eyebrows for a few weeks.

When Tommy finished the C20, it was a work of art. The paint was flawless white. The rebuilt engine and transmission worked as if they had been factory installed the day prior. The interior, which was mostly non-existent when Tommy acquired the pile of parts that would later become the truck, was now as flawless as the exterior. The truck became a regular at local truck shows and Tommy won quite a few awards for the truck.

In the meantime, Tommy had moved on to a '90 or a '91 Silverado in maroon and silver. After about six years on the road, the paint began to delaminate at a furious pace. Tommy went to GM for assistance, and GM basically told him to take a flying leap... the truck was out of warranty, and, even though they were well aware of the paint delamination issue with that particular year of truck, he was on his own with respect to a remedy for the issue. So, Tommy, in essence, told GM to take the proverbial long walk off a short pier and traded the Silverado for...an F250.



While all of this was going on, Tommy sold the C20 to fund the purchase of another '64 Chevy; this time a C30 4x4. Like its predecessor, it also arrived in the driveway in boxes, bushel baskets and something that approximated a truck at the end of its life. The

Through a Windscreen Darkly Cont'd

cab was too rusty to save, so Tommy found a rust-free cab in Alabama and had it shipped to New Hampshire. He located a salvageable bed and then began to turn the truck into something that would run, drive, and not look as though it had just escaped a salvage yard.

The F250 was beginning to become long in the tooth; much as I hate General Motors, the Chevys that occupied the yard were pretty bulletproof when it came to getting behind the wheel and getting to where you needed to be. Tommy also took excellent care of his trucks. The Ford, however, seemed to need something about once a month, and whenever it needed something, it was either a chore to repair or expensive or both. Tommy, still in the middle of restoring the C30, began to look for something new.

When Mum rang to tell me that Tommy had indeed found something new, I expected her to say that he had gone back to the GM fold. I was wholly unprepared for her next words... "He bought a Honda Accord." An Accord?!?!? The second most boring car in the world behind the Toyota Camry?? And a car and not a truck??? Woah.

As Tommy later explained it, the Ford was eating a small hole in his wallet every time he went to fill the gas tank. He was getting tired of having to constantly fix the truck; it was also getting expensive to repair because everything seemed to be failing at the same time. He also really didn't need a truck anymore; the C30 was coming along nicely and he anything he needed for the truck could comfortably fit in the trunk of the car. Fair enough. The Accord stuck around for awhile, and was replaced by, of all things, a CR-V. Could have been worse... could have been a RAV4.

Tommy acquired a Jetta to drive back and forth to work, leaving the CR-V in the garage most days. He had, more or less, brought the car back from the dead; he went to a salvage yard and replaced the rusty fender with one from a much less fortunate green Jetta; the front bumper was replaced with one off of the same car. The C30 was now complete... and as stunning as the C20 that it replaced. It was bright red with a white roof and a head turner. Tommy was also working on restoring a '76 Cheyenne, but again, pieces for the Cheyenne would also fit in the trunk of the Accord.

Last November, I went home for a visit. After dinner, Tommy got up to leave and, as he was backing out of the driveway, my Dad casually mentioned that Tommy had traded the CR-V and the Jetta for... a Mercedes. I nearly fell out of my chair....

Tommy was not a fan of the European car, the Jetta notwithstanding. He never cared for any of my Saabs and grudgingly did maintenance on the various Volvos that Philski has owned through the years. A Mercedes was the last thing that I expected him to own.

But, as Tommy explained it, the Jetta had developed a coolant leak that he couldn't locate; dreading to have to replace the head gasket or worse, he decided to get rid of the car before it became a liability. He really never drove the CR-V and, I suspect, didn't have a real need for an SUV, even one the size of the Honda. The Benz, a 2015 C300, is comfortable, quick, and, after the haggling and trade ins, was fairly inexpensive. The car isn't perfect, but Tommy is willing to live with the imperfections.

And besides, there are a few other trucks in the shop that are awaiting restoration.....a '66 C30 Stepside and a '67 with a rare four-speed floor shifter.

Once a truck guy, always a truck guy, maybe with a bit of schnitzel thrown in for good measure....



All photographs provided by the author.

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



day was more than filled for the available technicians. A busy shop is a plus. Lots of local business means a good reputation which I value highly. Jessica was able to schedule us for the next morning as soon as an alternator arrived. She checked with the local NAPA store but they were not willing to overnight a replacement even at my expense. There were no alternators that fit our Saab in town but the O'Reillys and Advance Auto Parts stores could overnight rebuilt units. The problem was that the alternator that was being taken off had to be returned as a core or I had to pay \$55 extra. I called the NAPA store in MN and they agreed to return the cost of the alternator if I returned it to them (\$255). Jessica agreed that they would install the part if I could find one that suited me better. It was time to call esaabparts to see if Matt could help me out again. True to his estimate, the new alternator arrived at the shop for installation by 10:00 am on Friday. A new alternator (not rebuilt so no core charge) costs more but the reliability is worth the extra money. Obviously, I shouldn't have changed the original alternator. It was a "What If" decision that I may have avoided. If this new alternator lasts as well as the original one, our Saab will have over half a million miles on it. In this case, it cost us the labor to install it twice (more than \$500). It is nobody's fault; things just happen sometimes. "What if?"

Plaza Auto Service changed the alternator and charged me for 2.2 hours even though it took much longer due to the Saab inexperience of the technician that was doing the work. It is an excellent shop that I would recommend to anyone passing through that part of the world. Our country is full of honest auto shops that are eager to help us out if we give them the opportunity and we know that parts are available almost anywhere with overnight delivery.

Overall, I was able to experience first-hand Saints Automotive in Princeton, MN and Plaza Auto Service in Vicksburg, MS. They take care of the "What Ifs." Don't be afraid to road-trip your Saab! If you are doing the preventive maintenance and keeping up with the mechanical issues, you will be just fine. In addition, we also have a dependable parts source for all of our OEM needs, plus, it supports the Saab Heritage Museum. Thanks to Matt from esaabparts.com. Let's put the "What If's" to bed!

After we departed from Vicksburg, Linda and I had a pleasant and uneventful trip back to the still-frozen north country. The snow was waiting to be plowed and shoveled. Gotta love it!

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



Organized through the contagious enthusiasm of Allan Holmes (Virginia Saab Driving Club President and SCNA Board member), this gathering in Charlottesville proved that the Spirit of Saab is ever-present and very lively. Several Maryland Saab Club members were present, one member of the Saab Club of Detroit drove in(!), and 9 Saab Club Atlanta members caravanned to Virginia. A special guest speaker flew in—Tom Donney from the Saab USA Heritage Car Museum in Sturgis, SD. Tom was there to drive back a C900 donated to the Museum by Franklin Daniels, and fill us in on progress at the Museum.



All attendees were there to once again share the Spirit of Saab, and to hear speeches from the original Saab dealer in Charlottesville, one of the first Saab dealers in Virginia, and the 3 SCNA Board members present. Also present were Phillip and Amy Klene who brought 12 of their extensive Saab fleet, a tremendous show of support and dedication to the Saab community and Spirit!!

It is through local events like this, and the annual SOC, that the special community that is SAAB grows larger and yet closer together in our passion for the cars, but grows mainly in the delight in the friendships and personal connections all across the country.

SAAB LIVES!!

Saab Clubs News continues on page 36.

Blowin' in the Wind

By Seth Bengelsdorf

Living in Texas gives a Saab convertible owner plenty of opportunity to run with the top down. Wind buffeting is not a real concern for me, but it is there, and for a while I was looking at purchasing the Saab accessory wind deflector.



Finding one (similar, above) in good condition means spending \$300 - \$400 or more, and while it fits like a custom piece, we have a dog and the screen would preclude her sitting belted in the back seat, which is her preferred spot. I feared that a screen would end up gathering dust.

So I thought about it. Seems that underway, most of the air tumbles over the windscreen and back into the car over the back seats and through the opening between the two front seats.

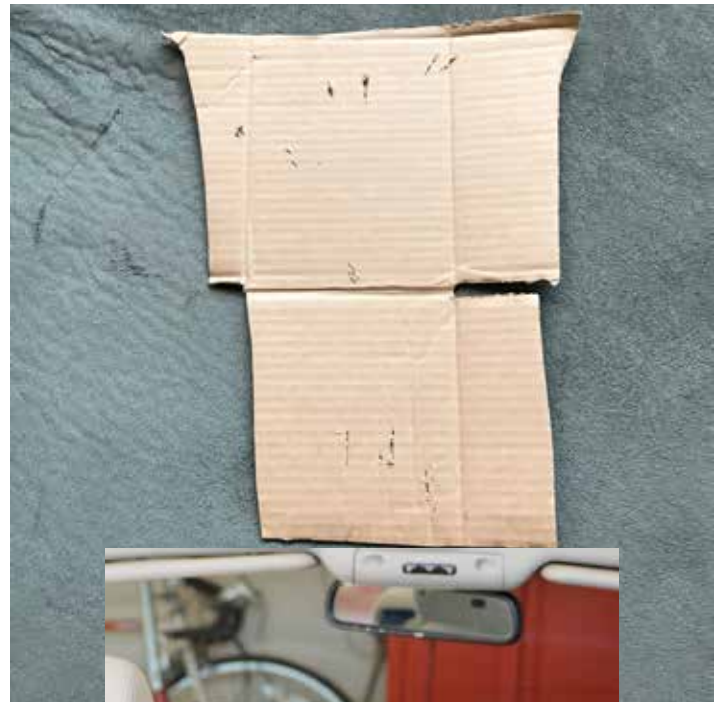


I found a mesh piece on Amazon.com (at left) designed to fit between the two front seats to hold small items. What if I wanted to use that to hold back the breeze?

The cost was reasonable (\$14), and once in position I created a cardboard form to use to cut a piece of Plexiglas. The inelegant form (top right) was for one side, and I flipped it over to cut the other side.

We'll have to see how long the Plexiglas stays clear, but for now the commotion in the car has been reduced remarkably. And I can still get the dog (and human passengers) in and out of the back seat.

Which makes Jackie a happy dog!



Saab Services and Discounts

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

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

Oregon

Atomic Auto Repair – 10% Discount on Parts and Service
2510 NE Sandy Boulevard, Portland OR 97232
P: 503.969.3134

Freeman Motor Company – 10% Discount on Parts and Service
7524 SW Macadam Avenue, Portland OR 97219
P: 503.310.5555
F: 503.246.5182

Pennsylvania

Kelly Cadillac Saab – 15% Discount on Parts
1986 State Road, Lancaster PA 17601
P: 717.898.4000
F: 717.898.3805

Kunkle Motors – 10% Discount on Parts
RR1 PO Box 386, Dallas PA 18612
P: 570.675.1546
F: 570.675.7914

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

South Carolina

Car Covers Direct – 10% Discount on Parts and Accessories
2020 Highway 11 W, Chesnee SC 29323
P: 866.818.9901

Tennessee

Saab of Memphis – 20% Discount on Parts and Accessories
7733 US Highway 64, Memphis TN 38133
P: 901.373.7373
F: 901.202.6666

Kelly Cars – 15% Discount on Parts and Service
2110 Chapman Road, Chattanooga TN 37421
P: 423.267.1104
F: 423.265.6938

Vermont

PJ's Auto Village – 10% Discount on Parts and Service
2073 Williston Road, PO Box 2031, South Burlington VT 05403
P: 802.862.0875
F: 802.658.0025

Other:

Covers Direct 10% Discount on Parts
2030 Highway 11 West, Chesnee, SC 29323
Phone: 866-818-9091
Web site: www.carcoversdirect.com

Errors? Omissions? Please alert the editor!
sethbengelsdorf@mac.com

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

Deadlines for submissions to *NINES* are:

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

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

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Austin, TX 78727

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Saving Saabs

By Nathan Christian

On June 8, 2018 I sold what was and probably always will be the most rare car I'll ever own. This is my Saab story.

included my phone number in case they desired to sell it in the future. I placed it on the windshield, never expecting what was to come. Several days later, I received the call. We scheduled a time and place for a test drive. The car met all of my expectations, and we shook on the deal.



All photographs provided by the author and former owner (at left). Shown above with the current owner.

In May of 2017 I wrote the "Born From Jets" article for FromCityToCircuit.com that expressed my love for the Saab 9-3 Viggen, and after that I was hooked. I relentlessly searched Internet forums, Facebook Marketplace and Craigslist for a local 9-3 Viggen. With no luck I continued on - driving my Honda S2000 nearly every day while still searching for a Viggen to daily drive. On a lucky August evening in 2017 while running errands, I noticed a red two-door Viggen parked outside a local grocery store. Surprised that I even saw a Viggen, I immediately wrote a note expressing my interest in this unique find and also

I did it. I bought a Viggen. I haven't had a better "car moment" in my life than seeing my new-to-me 9-3 Viggen parked right behind my prized possession Honda S2000. This was a moment where everything seemed so right, and I wanted nothing more than what was in front of me. The Viggen I purchased was a 2001 model year finished in Laser Red over black leather. My Viggen had roughly 140k miles on it when I purchased it. Like I stated before, it was a two-door model (three-door including the hatchback as Saab calls it), which was actually my preference as I thought it looked a little sportier than the four-door models. Laser Red was a very uncommon color on

Saving Saabs Contd

Viggen in general, as it was not offered for all of the model years. My Viggen was supposedly 1 of 29 Laser Red two-door hardtops in the U.S for the 2001 model year.

I spent the first month or two of ownership just getting used to the quirks that is Saab. I started looking around for things to set my Viggen over the top. After searching for alternatives to my stock rear spoiler, which had peeling clearcoat, I ended up on a Saab forum, where I found an old for-sale ad. We're talking about posted-10-years-ago-old. Unsure if this was still available, I decided to message the seller, only to find that not only did he still have the spoiler, but also he was the owner of Genuine Saab in Springfield Missouri. After some emails were exchanged, I found myself on a road trip to pick up my new Realcar EVO II rear spoiler for my Viggen. Beyond the spoiler, I installed a Genuine Saab machined oil cap, Genuine Saab roof rails, and Rally Armor mudflaps. I also replaced all of the "Saab" and "Viggen" badges around the car since they had become weathered over time.

Mechanically the car was a headache for a good chunk of my ownership. It seemed that on a weekly basis it had a new check-engine light for a different reason. The previous owners had extensive service records and documentation so I know that the car had excellent care over its lifetime; however, it was a nearly 20-year-old car from a defunct manufacturer, so problems are to be expected. A few of the components I ended up replacing were the throttle body, heater hoses, and ECU, with the ECU being the most expensive. With that being said, I still loved the car, but it just became such a financial burden and I desired something more reliable for my longer commute that I was soon to have.

In April of 2018, I painfully posted up a "feeler" on a Saab Viggen owners page on Facebook to gauge interest in my car. I was overwhelmed with interest from other enthusiasts, many of them very serious. One of them seemed more interested than any of the others and reached out to me through a private message. The man who reached out to me was a Saab collector from Illinois named Greg and he just had to have my Viggen. We exchanged some information and I sent him some additional photos of the car. After negotiating a deal, his flight was booked and I had a pending sale. Several weeks later, he was driving away in one of the coolest and most obscure cars I've had the privilege of owning. Though I genuinely miss that car, it makes me feel good to know the collector who purchased it from me is restoring the car to its showroom glory.

Though the car had some ups and downs throughout my ownership, nothing could top cruising down a back road in the Viggen on a cool autumn night. Fond memories of hearing the turbo spool up to 20 psi, the laughably unpredictable torque-steer, and the analog-driving feel are a few aspects I miss the most.

That's my Saab story.



Facebook is a great way to make new friends. I was just checking and a post from Nathan Christian appeared. Nathan was testing the waters regarding the possible sale of his 2001 Red Viggen. He is really a Honda S2000 guy. I had been restoring a Blue 1999 Viggen and still had a long way to go. His looked better than mine.

After a few email exchanges, Nathan forwarded 20 pictures of the good and the bad. He drove a hard bargain, but we eventually agreed on a price. Soon I was on a flight to Kansas City for a final inspection. After a year of work, Beth and I will present KC BBQ 1 to our friends at SOC 2019. - *New owner Greg Andresen.*

NEVS News

NEVS

According to Inside Ev's, Sono Motors announced that its solar-powered Sono Sion electric car is to be produced in Sweden by National Electric Vehicle Sweden (NEVS) at the former SAAB plant in Trollhättan.

The company announced a bold plan to start production in the second half of 2020 and a goal of ramping-up production (after initial lower-volume phase) to 43,000 per year (more than 3,500 per month) using a two-shift operation (up to 200 cars per day).

During the contract of eight-years, Sono Motors and NEVS plan to produce a total of 260,000 Sion (which is 32,500 per year on average).

It sounds ambitious, but a lot depends on whether NEVS will also help to sell high numbers of Sion in China.

"In total, an initial 260,000 vehicles will roll off the production line in Trollhättan over an eight-year period. Production will commence in the second half of 2020. After the ramp-up period, approximately 43,000 Sions a year will be manufactured in two-shift operations. Production will be carried out using one hundred percent renewable energy."

Currently, Sono Motors has approximately 9,800 partially paid preorders for the Sion.

Initially, there will be single version of the Sion, priced at €25,500 (\$28,733) and equipped with about a 35 kWh battery for around 255 km (159 miles) of range (WLTP).

Over time, Sono Motors intends to diversify the Sion to other versions/derivative models.

"The innovative vehicle concept of the Sion already represents tomorrow's mobility today - the aim of which needs to be the reduction of vehicles on the roads through more sustainable and more efficient usage. The Sion will therefore be equipped ex works with integrated sharing options. These enable the owner to share the vehicle itself, individual journeys, or even energy via a mobile application (goSono app), developed by Sono Motors. A bidirectional charging function enables the Sion to both receive and supply electricity, power electrical devices independently, and feed energy to other vehicles or into the electricity grid. Thanks to full-surface solar integration, the vehicle battery can be charged with pure and free solar energy worth up to 34 kilometers' range per day in addition to its regular WLTP range of 255 kilometers."



"Since the presentation of the prototypes in summer 2017, the Sono Motors team has been going on test drive road shows all over Europe. On the occasion of the cooperation with NEVS, the next road show will take place in Sweden."

Thomas Hausch, Chief Operating Officer, Sono Motors said, "In NEVS, we found the perfect partner for us. Together, we share a vision of intelligent and resource-conserving mobility. We also value our partner's specific expertise based on their many years of experience in traditional automobile development and production in combination with proven expertise in the area of electromobility."

In Memoriam

By *Tim Winker*

Gordon C. "Duck" Waddle passed away on March 18th, 2019.

Duck Waddle has been a fixture at Road America and other Midwest race tracks since the 1960s. His home was in Kansas, but for several decades he kept his motorhome at Road America during the summer, where he raced his H-modified sports racers in vintage events, and was an instructor at the Skip Barber Racing School. That's where I met him in 1991 when I took the three-day Barber racing course in a Formula Ford. We bonded quickly as his little sports racer was powered by a Saab three-cylinder, two-stroke engine, and I was there to research a story for NINES, The Saab Club magazine.

I ran into Duck several times in the ensuing years, and we always had a good chat. At a ChumpCar race at RA in 2015, I recorded an interview with Duck about one of his favorite races, the 1965 Pan American Enduro, a six-hour race. Some time in the 1990s, Duck had some posters reprinted that promoted the Saab victory, so many Saab Club members were able to purchase that bit of Saab

history. Dick Catron, who owned Saab Denver and who was the western distributor for Saab in the early 1960s, put together a four Saab 96 Monte Carlo team for that race.

Tim sent us this article written by Duck Waddle.

I was racing an H-modified sports racer built by Ed Alsbury of Kansas City in the early 1960s. It was powered by a Saab 3-cylinder, two-stroke engine. Dick Catron, who was the Saab distributor for the western part of the U. S. based out of Denver, got in touch with me and said if I would put 'Powered by Saab' on the car that he'd give me a deal on parts. That was easy because instead of paying retail price for parts, I was getting them at dealer cost.

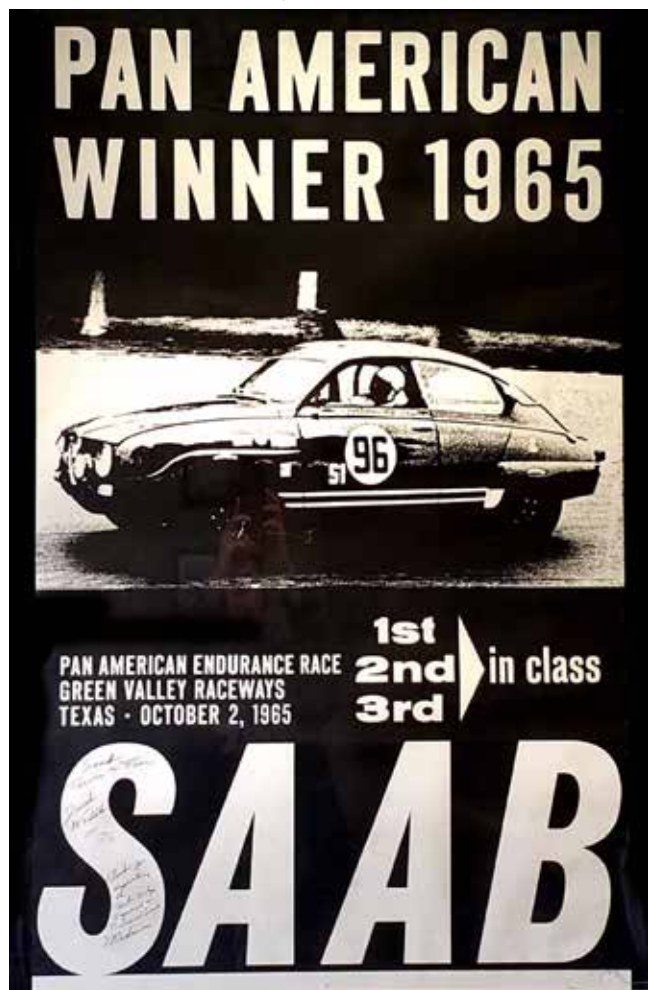
The Pan Am race in Texas was a 6-hour enduro. Catron had four Saab 96 Monte Carlos prepared for the race at their shop in Denver. We drove them to the track, and by the time we got to Green Valley, Texas, where the race was held, three of the cars had blown engines because they were tuned for the altitude of Denver. Green Valley is a whole lot closer to sea level, so the carbs were not correct. We had two spare engines, so we were one short for the four cars.

There was a team meeting the night before the race. Dave Dooley from Oklahoma City and I were teamed up in our car, and we drew the short straw so we didn't have an engine. Well, Dick Catron had driven his personal 96 to the race, so Dave and I set about taking that engine. Just pull out the radiator and the drive shafts, about ten bolts and it was out.

Before we went to Green Valley (raceway) I asked Dick if I should bring my tool box, and he said no, we shouldn't need it. I had a pickup with a slide-in camper at the time and I never went anywhere without my tool box. So it was lucky that I had my tools when we had to swap the engines.

Dave was racing against a Mini in his stint and he used up the brake pads. Carter-Maxwell out of Oklahoma City provided a support crew and they hadn't practiced replacing the brake pads. It took some time to change the pads, then I got in and was able to hold our position for the rest of the race. We ended up third in the class, with our Saab team finishing 1, 2, 3, 4. We had a great time.

The Saab guys had a poster made to promote our victory, and I happened to be the driver in the photo that they used. You can see a little duck symbol on the driver's helmet and another one on the left rear fender.



A Western Wisconsin Saab Story

By Pete Greene

I sell commercial HVAC for a living and manage to put somewhere between 25k-40k miles per year on a car. I had struggled with the expense of operating and maintaining some well known (but not as well designed) American cars of the late 90's and one particularly painful day at the repair shop where I needed to drop a lot of money on another repair, my wife (originally from Ireland) suggested I look into a European car which might be better designed to handle hard driving and high mileage. I don't exactly recall if there were many other choices I considered, but I wound up at Schmelz Countryside Saab in St Paul MN one evening and had test driven a 2 year old 9-3 from an executive lease return, and the rest was history. It was the most beautiful car I had ever seen. Sporty, shiny, fast, comfortable. What more could a guy want! I drove the car home that night and would drive that car every day for the next 5 years until I handed it down to the eldest of my 4 children as I purchased another low mileage 2006 9-3 (which I drove daily for years, eventually sold to a co-worker, and then reacquired it for my youngest son) and still own.

My initial Saab experience had actually come from working in the marine terminal in my home town of Dundalk, MD just outside Baltimore (about an hour north of Solomons MD) in 1984. At 19 years old I was hired to help move Saab 900's and Fiat's from just off the container ships, through a wash line where the protective waxing was removed and undercoating was applied, and then locate them to a parking lot where they awaited transport to dealerships. I didn't have a license at the time, and no one ever asked. They did ask if I could drive a manual transmission and while the real answer was no, I nodded politely and said "yes". Besides, it looked easy based on the how the other workers were handling the vehicles. These old 900's had to be the oddest looking car I had ever seen and I do recall saying to myself "who in the world would ever buy one of these funny looking expensive things?", and little did I know that the day would come that I'd be able to say proudly that "I would and I do!" So into the vehicle I went. I was amazed at the cockpit like interior, beautifully modern blaupunkt stereo which I promptly tuned into the rock station of the time and turned the volume up as loud as possible, and off I went. Now the distance from the wash line was only a few hundred yards to the parking area so the first few vehicles I drove I managed to get to about 35-40 mph in 1st gear and it wasn't until someone heard the screaming of the high rpms that they told me to change gears, so the next few vehicles I was able to figure out how to shift and eventually got them into 2nd gear and gave

the appearance that I could indeed drive a stick. I never crashed any but I was amazed at how many had incurred damage on the container ships coming over from Sweden. When this happened they went to the building next door for body work (a place I briefly worked) and some fresh paint. Then onto the parking lot, good as new apparently.

So eventually my 2nd child was fast approaching the need for a vehicle, and I started to get the brilliant idea that this just might be a way for me to acquire a 3rd Saab. After all, I had noticed somewhere along the way that most folks who had a Saab had at least 2 or 3 (this was based on my observations of what was parked in front of their home every time I noticed a Saab. I loved my first 2, and so I began to search Craigslist locally and low and behold I found a 1990 red 900S that needed some work and the woman who was selling it only cared that it went to a Saab person. I purchased this red 900, made several fairly substantial repairs (main seals, steering rack, etc) and my eldest received that for a graduation present and we decided to sell the 03 to the neighbors who continued to drive it for a couple more years until it died with approximately 250k miles on it.



All photographs provided by the author.

I've managed to own 8 Saabs at once (much to my wife's chagrin) - a total of 15 including several 900's, several NG 900's, a half dozen 9-3's and most recently a 1976 model 99 GL which I acquired from the original owners located in Prescott WI. My wife routinely reports that she'd created a monster! I reached out to the owner and made a deal he couldn't refuse.....\$800 and the promise of a ride in his deceased fathers only new car once it was running, a promise which I promptly and proudly fulfilled once it was road worthy. I let him drive it and in the 30 minute period he drove it, I heard about all the family vacation stories, where the car had traveled to in

A Western Wisconsin Saab Story Cont'd



the 10 years they owned it, and the sons escapades taking dads car without permission coupled with the first few dates both brothers went on in the car.

Before long, with new plugs, wires and rotor, a removed cleaned and coated gas tank, fresh oil, and some fresh fuel, we fired the car. I have to say when the car fired that first time, it was quite a moment for me. I had a tear in my eye, however, I thought I heard one of the mechanics at the shop mumble something along the lines of. "Now we can get that old thing out of here". It had taken one of their lifts for a couple months while we got the transmission shipped and gas tank cleaned up and I know they were happy to gain their shop space back. So in went the transmission, and a week later I was driving the car back to my house 6 miles away. That was when I discovered the leak in the brake line. The pedal went to the floor I was able to limp it home and then found the pool of hydraulic fluid on the floor of the back seat. I was able to get the one brake line leak fixed quickly, and over the next few months installed new brake pads and rotors, tightened all the hoses, new exhaust from down pipe back, flushed radiator and replaced the fluid, and completed a host of other small repairs. The original radio worked for a while, and I began to take her out on the road for day trips, starting with 20 miles here and there. Before long, the radiator fan started to work again the engine ran cooler. I was then taking it out for several hours at a time, clocking upwards of several hundred miles over a weekend. With the addition of a couple cans of Sea Foam, the car ran better and better the more I drove it.

The 2018 SOC was now fast approaching and I desperately wanted to bring the old model 99 to the convention. I made arrangements to attach a tow bar to my wife's Subaru CrossTrek and rented a tow dolly. The day finally came. My son and I left at 4:30 am the Thursday morning before the convention

expecting to get there sometime Thursday eve. Our first attempt was cut short as we approached 65 mph and I felt the tow dolly begin to move back and forth. I began to brake lightly and before I knew it, the old 99 was out in front of us and we were sliding off the road and into the ditch on Hwy 94E only 10 miles from our starting point. Scary to say the least, but other than a scrape on the fender, and a bad case of the jitters, we were able to drive out of the ditch and get the car home. Just a couple hours later and with some convincing from my wife, we decided to continue on our journey without the 99.....and we were glad we did! For about 15 minutes I pondered the idea of driving the 99 all the way to MD. But cooler heads prevailed and we came in the more reliable and modern Subaru.



The convention was awesome and if you've never been, I can't say enough about why you should attend. On the first day my wife called my 16 year old son to see if he was having fun. He quickly gave her the thumbs up and reported that that there were also a lot of other people just like Dad there!

I proudly take that as a compliment.....to be one among many with the same emotional connection to a lost but not forgotten brand, a spirit and kinship with one another, understanding this unique and inexplicable attraction like only Saab owners can, and the willingness to share the fellowship that is Saab, whether in parts, repair experience, its unique history, or just in a personal story which may be different through people, places or situations, but similar in the joy that these crazy Swedish automobiles bring all of us in a way very few other vehicles ever manufactured can do. I'm happy to report I am in the midst of re-acquiring the 1987 900 I pulled out of a garage in St Paul a few years back. With a little better fortune that last year, I hope to drive it from western WI to this year's SOC in Denver. Looking forward to seeing you all there!



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President's Letter

Dear SCNA Members,

Despite what feels like a daily rain storm here in the Northeast, it looks like Spring is finally here. I was able to get my convertible on the road, and today I had a nice ride home from work with the top down. The show season has officially started as I just dropped off some SCNA Board Members on their way to the Saab Festival Trollhättan, Sweden. A few weeks back, on May 17-19, we headed out to Pennsylvania for Saabs@Carlisle, hosted by the Central Penn Saab Club at the Carlisle Fairgrounds. The weather cooperated for the most part, and they had a great turnout with over 200 cars. While many of them were old favorites, there are always some new ones in attendance.



One particular highlight was a beautiful classic 900 5-door with right hand drive that was fresh off the boat all the way from Australia. I was lucky enough to drive down with Ian in his beautiful 900, which another Saab friend had just picked up from the port in New Jersey after a long trip from Australia (don't ask me why or how it ended up in New Jersey). That wasn't the only super clean Saab at the Carlisle show, but it is always exciting to see a newer 5-door since the model had such a short run on US soil.

It was great to see the folks from Orio as well as Brad from Swedish Motorsports, who had two representatives from MapTun on hand to tune cars for people on site. Both of these sponsors, and many more, will be represented at SOC in Loveland, CO, July 25-28. Check out our press release, which has been printed in another article in this NINES. We are highlighting the Viggen model, which celebrates its 20th year this year, with a special Viggen package. Go on line to www.saabconvention.com for more information on how to register for the convention or the Viggen package.

The Saab Club of North America, Inc.

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For those who may have a few extra days of vacation time saved up, you should consider taking a ride up to Sturgis to see Tom Donney at the Saab Heritage Museum USA. They will be hosting an event at the museum on Wednesday, July 24, and we will caravan down to SOC on Thursday the 25th, arriving in time for the Sponsors Appreciation dinner. Information about the event and how to register for a hotel room can be found at the Saab Heritage Museum web site at <https://www.saabmuseumusa.com>.

We are busy planning the convention, and look forward to seeing you there or at another more local event sometime soon.

Respectfully,

Sanford Bogage
President, SCNA



Saab Clubs News Cont'd from page 24

Saab Club of Canada Visits Toronto's Kensington Market

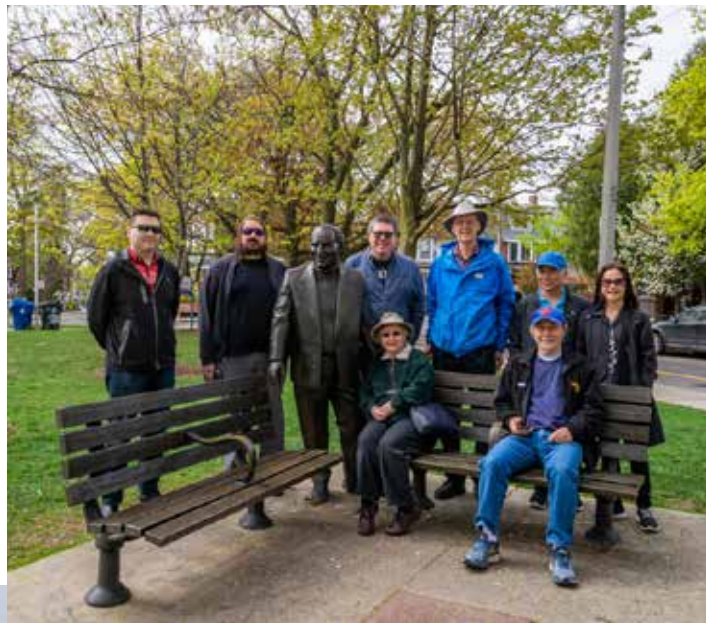
By Fred Hopper

In May the club visited the historical Kensington Market. Despite the recent bout of cold weather, the sky opened up for the club to enjoy a sunny and warm day in the heart of Toronto. We had a nice mix of veteran and new club members attend the event and our club's Vice President, Martin Wojtowicz, provided a guided tour of Kensington Market from the perspective of a resident who has seen this part of the city evolve over the past quarter century.

Starting from what must be one of the best secret open spaces in downtown Toronto--the top of the Kensington public parking garage--Martin provided a tour of the market, past and present. Fred Hopper provided a side story of when the Toronto HackLab (located in the market at the time) was believed to be under electronic surveillance by Canadian law enforcement during the G20 in 2010. Martin took us through the market and included a stop at the statue of Al Waxman, star of the Canadian sitcom "King of Kensington" in the late 1970s. Martin then took the tour to his garage where we got to see his latest

Saab restoration projects and his famous 2000 Monte Carlo Yellow Viggen. We finished the event with a nice lunch at one of the market's signature foodie hangouts, Rasta Pasta. Club events are always open to all (including out of town Saab owners visiting our area) and are published on the club's website at saabclub.ca - check the Events section.

All photographs by Elizabeth Stanton.



Museum News

By Seth D. Bengelsdorf

News from The Saab Heritage Car Museum USA definitely shows that spring has sprung! The replacement to the damaged roof is being installed, the official start of the new welcome center at the museum is under construction, and the museum's tax status has been upgraded.

Museum founder Tom Donney says, "The wings will house ADA-compliant bathrooms, an office area, and a detail bay. One wing will be an office, and the other area will be a meeting room. The welcome center will lead right into the main museum. Once it's completed, we will also have one room dedicated for resources. Books, DVDs, manuals, literature - that sort of thing."

Donney added, "Private foundations are required by law to donate a percentage of their profits to a public charity. It's just a matter of having a presentation and finding them."

Tom noted, "Sturgis also hosts an annual motorcycle rally that attracts 350,000-700,000 visitors in a two-week period. The Sturgis Rally donations are huge - \$600,000. It'll put us in line to be a regular charity and be listed as such. It also alleviates our real estate taxes - our single biggest expense."

On the car side, the museum picked up the Skip Barber Series car, and a 2011 9-5 Java Brown manual, one of three in the country.



Outside and inside. Saab insignia will be added outside shortly. Photographs provided by Tom Donney.

Lots of construction was held up because of an unusually wet spring. Donney said, "Now that the clouds have lifted, we're getting a new roof. The insurance company finally agreed to fix the hail damage with a new roof." The work is expected to be completed within six weeks.

As for the tax status, Donney said, "We're still a 501(c)(3) organization, but we were reclassified from a private fund to a public charity. A public charity has to be funded by many, many people. What that means is that will allow us a wider revenue stream and open us up to grants. We're setting it up for the Saab community to keep Saab alive for many years to come. The cars are going to be available and driven. If they stay in a private collection, only the owner can drive them."

It's all coming along," Donney said. "It's just going to take time. We're trying to get as much done for the Night at the Museum event before the Saab Owners' Convention 2019. We're had about 30 people say that they will try to come in some way or another."

The Historic town of Deadwood, which people like Wild Bill Hickok and Calamity Jane use to call home, is a mere 12 miles away. The Black Hills is also home to many car groups including the Corvette Club, the Mini Cooper Club, and the Mustang Club, just to name a few (as well as now the Saab Club!!).

The Saab Heritage Museum is located right off of exit 32 on Junction Avenue which leads north to downtown Sturgis. But if you turn south the road instantly becomes Vanocker Canyon road and within a mile you are in the beauty of the Black Hills National Forest! Come visit!



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

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

Mail ads with full payment to:

SB Productions
Saab Classified Ads
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

2005 9-5 Aero SportCombi Wagon.

Color: Gray - Trans: Automatic - Mileage: 131,xxx - Price: \$6900.
2-owner, ultra clean, top condition Aero. Absolutely rust free body, underbody, and engine bay (US vehicle from California in 2015, currently located near Toronto, Ontario). There are too many cars in the stable with recent addition of a Viggen. For more pictures: https://www.kijiji.ca/v-view-details.html?adId=1430998809&siteLocale=en_CA
Contact: Patrice Bansa, Oakville, ON, Canada.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19052304761pbans>
Phone: 1-416-573-3940.

2003 9-5 Sedan.

Color: Steel Grey - Trans: Automatic - Mileage: 86,250 - Price: \$4,500.
2003 9-5 sedan 2.3L I-4 Turbo 5spd A/T with only 86,250 miles! Steel grey on black leather interior. Xenon headlamp system, Saab park assist, heated seats, sunroof and automatic climate control. New battery, alternator, starter, turbo coolant lines, fuel pump, drive belt, idlers, tensioner assembly, throttle body, IDM (coil) cassette, spark plugs, transmission TCM software update and fluid exchange, engine and transmission mounts, front main crankshaft and oil pump cover seal, PCV hoses. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#19052855761sjust>
Contact: Strictly Saab Inc. Justin Duthie, Melbourne FL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19052855761sjust>
Phone: 321-432-2034.

1991 900S Convertible.

Color: Black - Trans: Automatic - Mileage: 14,950 - Price: \$15,000.
A true original low mileage, one owner, summer driven car. Always garaged. No Rust! Professionally maintained, everything operates as new. Black body, Black cloth top, saddle leather interior. Comes with 3 piece Tonneau Parade boot top cover and carry case, original keys, original manual and case, radio puller tool and more. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#18081104851dmcc1>
Contact: David McClure, Long Island, NY.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=18081104851dmcc1>
Phone: 631-671-9965.

1988 SIS 900 Convertible.

Color: Black - Trans: Manual - Mileage: 264,283 - Price: Silent Auction - \$7,500 reserve.
For sale (by silent auction - cash only - reserve set at \$7,500) is a Springtime in Sweden 1988 Saab 900 Turbo Convertible (1 of 288 ever made). I am selling the accumulated spare parts (and original parts including original set of wheels) with the car. The top is in like new condition; however, there is a leak around the top of the windshield that neither myself nor the prior owner could troubleshoot. Bids will be accepted for the month of June and the car will then go to the highest bidder (over the reserve). Free CarFax report and photo gallery available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#19053146761gluri>
Contact: Greg Lurie, Nashville, TN.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19053146761gluri>
Phone: 615-243-2193.

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.

Harold Cleworth Saab 9000 Signed Lithograph #28.

Harold Cleworth lithograph of a Saab 9000 signed #28 of 500. Plexiglass has a small scratch in it but lithograph is untouched and in great shape. Approximately 36" wide. \$399 OBO.
Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190320mvidm>
Contact: Michael Vidmar, Renton WA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190320mvidm>
Phone: 425-443-6266.

Set of (4) Falken Pro G4 All Season M+S Tires on Alloys.

Set of (4) Falken Pro G4 All Season M+S, 215/55/R16 97 H (complies with new Colorado traction statute). Mounted on 5-bolt alloys, no center caps, tread depth = 6+ / 16ths. \$350 takes all, FOB. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190521nelan>
Contact: N E Langland, Denver CO
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190521nelan>

9000 Directional Star Wheels.

A very rare set of 4 Saab 9000 Directional Star (Super Spoke) alloy wheels. Recently refurbished, they look like new. Saab center caps included. Following info on each wheel: Melber, Made in Italy, Saab 8673410, 7Jx15H2, ET25, HP 204 2DK. Please see photos. \$2400. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190509jmart>
Contact: RC, Hoosick Falls NE
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190509jmart>

Wanted

Tri Quad (Gary Fisher) Wheels.

I'm looking for a set of original alloy Tri Quad (Gary Fisher) wheels for my 2000 Saab 9-5 Gary Fisher Limited Edition. Thanks.
Contact: Terry Samnadda, Chicago, IL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190327terry>
Phone: 217-693-2083.

C900 Ignition Distributor.

Wanted - Ignition Distributor for 1985 SAAB 900 2.0 L, 4 Cyl Turbo- Bosch # 0 237 013 001 JGFU 4 (050).
Contact: Gayle Dukelow, Culver City CA
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190429gayle>
Phone: 310-962-2108.



SCNA membership now includes online access to member benefits, and a digital subscription to *NINES* magazine, as well as the traditional print subscription.

Effective April 1, 2019, all new and renewing SCNA members join online at <https://saabclub.com/join>

If you are already an active SCNA member before this date, we will mail you a letter giving your login username (your SCNA member number) and an initial password. You can also use your email address to log in, if we have one on file for you.

Member fees are the same, but the processing fee is changing after April 1, 2019:

US 1-year \$40 + \$2*
US 2-years \$75 + \$4*

International 1-year \$45 + \$2*
International 2-year \$85 + \$4*

* Processing fee, for online payments and



We encourage you to sign up and pay online, but we will still accept checks.

Make checks payable to:
Saab Club of North America, Inc.
PO Box 11418
Saint Paul MN 55111-0418 USA

You will be able to download the full content of each *NINES* magazine, as well as back-issues as they become available.

If you have any difficulty, please contact membership@saabclub.com. Thank you for your support!

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Individual back issues are in short supply and are available to subscribers for \$5.00 each subject to availability. Please add US \$.50 per issue each for addresses in Canada, US \$1.00 for Europe, US \$2.00 for the Far East. See our Web site at <http://www.Saabclub.com> for the tables of contents and contact us for issue availability. Send check or Money Order for the full amount to:
SB Productions LLC
1729 Lynnville Trail
Austin, TX 78727

Saab Owners' Convention Checklist

1

Visit our Tent

Stop by the Saab Original | Orio tent for original parts, Saab swag, Takata Airbag recall and FREE gifts.

Saab
Original

2

Air Bag Replacement

Register for a FREE Takata Airbag recall repair while at the convention. Repairs are completed on the spot. Check your VIN at safety.saabparts.com/SOC19

3

Get Your Free Gift

Get a FREE gift when you register your Saab in our NEW SaabParts.com - quantities are limited - while supplies last.

4

Buy Saab Parts

We have a great selection of parts on sale at the owner's convention. Finding the parts you need will get easier with a NEW TheSaabSite.com coming soon.

5

Get your Saab Swag

SaabGear.com has so many items for you to show your Saab pride. Now through September 20, 2019, you can save \$10 off \$50 with code SAAB10 at SaabGear.com.

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