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The Saab Club of North America Magazine

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Contents

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Editorial contributions are always welcome. All material submitted is assumed to be for publication unless clearly labeled otherwise. Computer-ready formats are preferred. Although we try, we cannot answer every inquiry or print every article and we reserve the right to edit at our discretion materials submitted. E-mail submissions are preferred; we are able to translate and read most word processor formats.

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Features

Saab Owners' Convention 2019.....	8
Swedish Motors.....	28
Drive it!.....	31
Sunroof Motor Repair.....	32
Museum News.....	36
Quite the Saab.....	37

SCNA and Club News

SOC 2019.....	8
Saab Services and Discounts.....	26
NEVS News.....	30
North American Saab Clubs and Contacts.....	34
SCNA News.....	35

Departments

Letters.....	4
From the Archives by Bruce Harbison.....	6
The Doctor is In by Kelly R. Conaty, MD, MBA.....	16
On the Column by Bob Miller.....	18
Professional Perspective by Chuck Andrews.....	20
Through a Windscreen Darkly by Linnea Krajewski.....	22
Nix's Saab Shots By Karis Nix.....	24
Classified Ads.....	38

Editor's Notes:

Saabs old and new gathered at the Saab Owners' Convention 2019. A few of them grace the cover. Photograph by Seth D. Bengelsdorf. Full coverage of the SOC starts on page 8.

SOC 2020 has not been signed as of this printing, so keep checking saabclub.com for any updates. Expect it to be the Northeast. Perhaps. See you there!

The summer feels like it's never going to loosen its grip here in Texas, but even if the leaves never change, I hope you are like me and are enjoying time in your Saab(s). If you are disappointed, like me, that no more Saab automobiles are to be manufactured, then by all means attend a local or national Saab Club event. It will restore your faith in humanity. And Saab.

And while you are at the event, be sure to take some stunning photographs and share them with me, your humble editor. A few paragraphs or a story to go along with them would also be nice. I look forward to sharing your events with the rest of the Saab community!

Letters

Letter from the Editor:

Kudos and high praise to all the SCNA Board, the Rocky Mountain Saab Club, and all their volunteers for producing and hosting a most-wonderful SOC in Loveland, CO this year! A yeoman's job accomplished very-very well IMO, starting with the Saab Heritage Museum evening in Sturgis hosted by Tom & Patti Donney, just prior, through the entire multi-day event. Even the group photo came off with minimal issues "herding cats" to the nearby site. (Brewing thunderstorm notwithstanding...) Turnout was great, many friends met, and new acquaintances formed! Our "Oregon contingent"—caravan of 4 vintage Saabs also made it worthwhile for travelling companions. (Pat and I in my Saab 95 w/trailer did 2919 miles and averaged 27.4 mpg for the round trip. I'm happy with that...)

All in all, a grand experience was had by all! Thank you!

Ray Kopczynski
Vice President & Newsletter Editor
Vintage Saab Club of North America
Albany, OR

New one to me, Too!

Here is a new one on me!

Has anyone also had this trouble with a 2011 9-5 4-door? When the car sits in the hot sun and the inside is 130 degrees to 150 degrees or more I put my foot on the brake to start the Saab. As I move, the car feels as if the brakes are dragging. If I put my toe under the brake pedal and pull up 1/8" the Saab rolls free. I may have to do this until the inside of the car cools down a little.

After a look under the dash, I can see no room for adjustment.

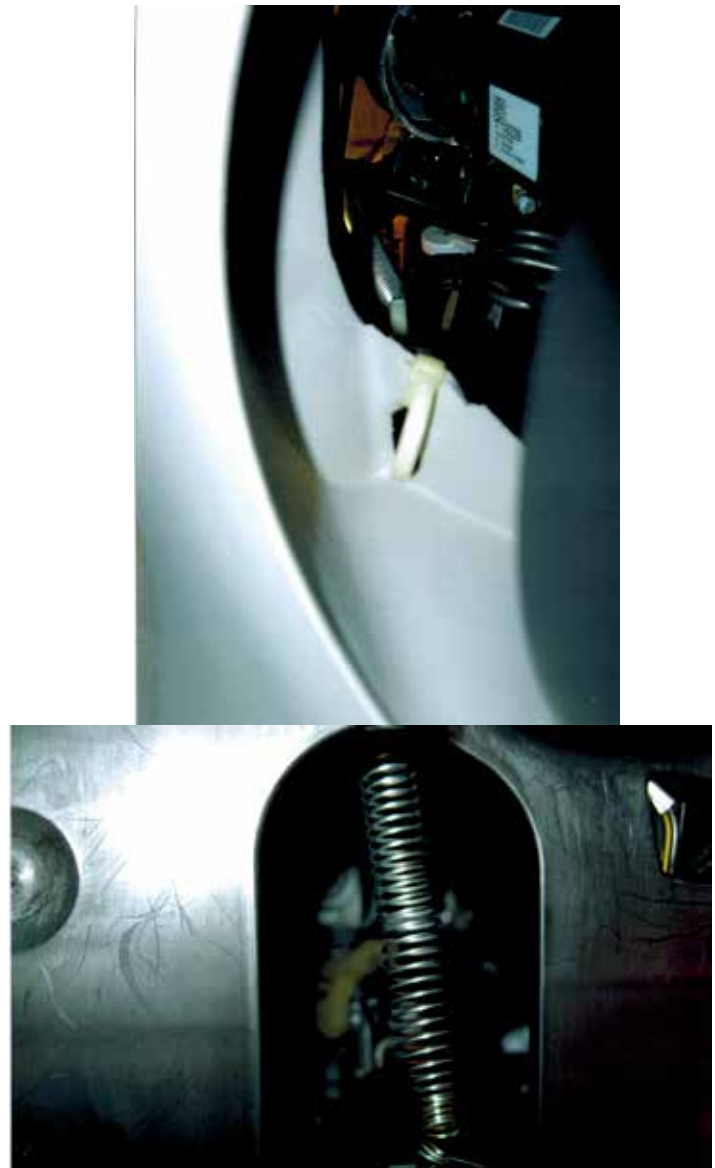
This is my fix for now: two plastic ties, one around the brake lever and one near the steering column and a light spring. This only happens when it's hot out.

Allen Hockman
Brandenburg, KY

Correction:

A year ago In the Saab Owners' Convention "Special Award Winners" section, Philip and Amy Klene won the Walter Kern Award - we did not recognize them as the winner. We apologize for the omission.

Greg Andresen sent us this, showing that Hemmings still loves us!



Order one, two, or all three of the official Saab Owners' Convention photographs at <https://saabclub.com/soc-2019-group-photo-available/>



From the Archives

By Bruce Harbison

This month's From the Archives article is from NINES #280 published for March/April 2006. It is taken from the Saab News section and Seth D. Bengelsdorf is the Editor and Publisher.

New 2.8 V6 Turbo engine in Saab 9-3 Aero recognized in Ward's 10-Best Engines

The all-new 2.8-liter V6 Turbo engine in the Saab 9-3 Aero has been named among the industry's 10 best engines of 2006 by the editors at Ward's Communications.

The new 250 bhp (184 kW) 2.8 V6 Turbo engine represents the culmination of almost 30 years' experience from Saab as leaders in the art of turbocharging. The 9-3 SportSedan Aero with its new V6 Turbo is the fastest accelerating car ever to carry the Saab badge. Prices start at \$32,620 in the 9-3 Aero Sport Sedan with 6-speed manual transmission. The new engine is also available in the 9-3 Aero SportCombi and Aero Convertible.

Ward's Communications publishes Ward's AutoWorld and Ward's Engine and Vehicle Technology Update. The criteria for the 10 Best Engines competition include a range of customer drivability factors such as horsepower, torque, technical relevance to the vehicle, and low levels of noise, vibration and harshness. Now in its twelfth year, Ward's 10 Best Engines was created as a way to recognize superior performance and showcase the critical importance of powertrain technology and excellence in engine engineering.

In the new 9-3 Aero, Saab customers are now able to enjoy the combined benefits of turbocharged power and six cylinder refinement in a purpose-built package. With massive pulling power spread widely across the engine's speed range, the 2.8 V6 Turbo generates more torque than most other six cylinder gasoline engines in the Saab 9-3 segment.

Saab Automobile Powertrain's expert knowledge and experience of turbocharging is recognized by its role as a Center of Expertise within General Motors for the development of turbocharged gasoline engines. The Swedish engineers were closely involved during the conceptual design and development of GM's new global V6 engine architecture, ensuring it included the possibility of a turbocharged application.



The 2.8V6 Turbo has a 60° vee-angle between its cylinder banks for perfect balance and combines excellent multi-valve refinement with outstanding performance. The all-aluminum construction provides a light and compact architecture, well suited to its transverse, front-wheel-drive installation in the Saab 9-3 Aero.

The cylinder heads, each with double chain-driven overhead camshafts operating four valves per cylinder, are of high specification aluminum and unique to this turbocharged variant. The design ensures enhanced heat resistance under 85 bar cylinder pressures, as well as minimum maintenance costs.

Also unique are pistons with hard anodized ring grooves for durability and under-skirt oil jet cooling, together with steel con-rods that are strengthened by sinter-forging, a process that involves molding metal in a powered form. The exhaust valves are filled with sodium to further enhance cooling. The cylinders have cast iron liners and a bore/stroke of 89.00 / 74.8 mm.

For improved engine breathing, variable cam phasing on the inlet side is electronically controlled and hydraulically actuated, allowing continuously variable adjustment through 50° of crankshaft rotation. On the road, this translates to a more flexible power delivery and better fuel economy under different engine loads.

From the Archives Cont'd

A die-cast aluminum oil sump is designed to increase structural stiffness and the strong, four-bearing crankshaft is made from micro-alloy forged steel, a specification more commonly seen in competition, performance or diesel engines.

The twin-scroll, water-cooled TDO4-15TK turbocharger, operates at 0.6 bar maximum boost with intercooling and an integral by-pass valve. It is mounted centrally above the transmission and fed by both banks of cylinders. The use of two separate inlet tracts, one for each cylinder bank, separates the exhaust gas pulses; improving gas flow, reducing energy losses and raising turbocharger efficiency.

The turbine wheel is made from a special high-grade steel alloy, commonly used in the turbocharged engines of world championship rally cars, which is resistant to erosion, cracking and creeping under high temperatures and centrifugal forces.

Also unique are double-skin exhaust manifolds, which are hydro-formed with stainless steel liners to improve cold start emissions by minimizing heat absorption to the manifold. Air injection into each manifold for up to 30 seconds after a cold start also helps the central pre-catalyst, positioned upstream of the main catalytic converter, achieve 'light off,' its effective working temperature, as early as possible.

On the road, the new 9-3 Aero 2.8V6 Turbo packs a formidable punch. The maximum torque of 258 lb.-ft. (350 Nm) is generated all the way from 2,000 rpm

to 4,500 rpm, with 90 percent of this value available at an exceptionally low 1,500 rpm. Careful programming of the engine management software means that under a full throttle load, from take-off or low engine speeds, 90 percent of maximum acceleration is delivered within one second.

The zero to 60 mph (100 km/h) dash is accomplished in just 6.9 seconds, but in-gear acceleration provides even more impressive evidence of this engine's outstanding elasticity. In top gear, the transition from 50-95 mph (80-150 km/h) can be accomplished in just 8.3 seconds, a figure that places the 9-3 Aero among the very best in its class.

The twin sport exhausts downstream of the main catalyst gives the new Saab 9-3 Aero a distinctive aural and visible character in keeping with its position as the sporting flagship of the range.

The engine is offered in the 2006 Saab 9-3Aero SportSedan, SportCombi and Convertible with a choice of six-speed manual or automatic transmissions.

Overall, the 2.8V6 Turbo generates class-leading levels of torque with a seamless, turbine-like power delivery. It combines the inherent advantages of a six-cylinder engine-refinement and a rapid throttle response-with the effortless, torque-boosting properties of turbocharging."

Enjoy the Fall driving season, everyone!



Saab Owners' Convention 2019

Text by Seth D. Bengelsdorf. Winner's photographs by Greg Abbott.

The Saab Owners' Convention 2019 is now history! We had a reported 401 cars attend with their owners and

friends, and amazing number. What follows below are the winners of the Concours and People's Choice from the judging and voting.

The event started Thursday evening with the traditional kickoff of the Sponsors' Dinner, a way to say "Thank You"

Concours - 93-96

1st place - Jerry Danner
1967 96



Concours - Sonett

First Place - Jim Beetham, #312



Concours - 99

First Place - Bruce Harbison, #46



Concours - c900
Convertibles

1st Place - Tom Chandler, #250



Concours - 9000

1st Place - Jim Beetham, #314



Concours - ng900
9-3 sedan

1st Place - Gayle Myers-Harbison, #47



SOC 2019 Cont'd

to all our sponsors who give of their time and money to keep the SOC afloat. Since we were celebrating the anniversary of the creation of the Vigen model, a slew of Viggens were on hand, including being displayed out in the Registration area and lobby of the hotel. Our amaz-

ing volunteers, selected from the finest that the Rocky Mountain Saab Club had to offer, had already been busy preparing the parking lot outside, and the hotel inside, for the cars and guests.

Concours - 9-3ss/Combi 1st Place - Robert Lomitola, #83



Concours - 9-3ss
Convertible

1st Place - Chris & Galen Farrington,
#229



Concours - og 9-5 1st Place - Michael Lilley, #336



Concours - ng9-5

1st place - Roger Radebaugh, #10



Concours - VIGGEN 1st place - Bobby Sidhu, #192



People's Choice -
92/93 First Place - Andrew Hutzel, #25



SOC 2019 continues on page 10.

People's Choice
95/96

1st Place - Pat Kopczynski, #18



People's Choice
Sonett

First Place - Ed Todd, #31



People's Choice - 99's

1st Place - Laurence Westergaard,
#78



People's Choice -
c900

First Place - Scott Whyhna, #189



People's Choice -
c900 Convertibles

1st - #107, Mitch Alter



People's Choice -
9000

1st - #132, Kim Arthurs



People's Choice
ng900 - og9-3

1st place - #146, Jake Barry



People's Choice
ng900/og9-3 'vert

1st - #203, Nelson Nieves



People's Choice
9-3 ss + combi

1st - #196, Bryan Kelly



People's Choice
ng 9-3 'vert

1st - #151, Michael Lamy



People's Choice
og 9-5

1st - #56, Douglas Carter



People's Choice:
9-3 Viggen

1st - #6, Daniel Cahill



SOC 2019 continues on page 12.

People's Choice:
Turbo X

1st - #148, Brennyn Cutler



People's Choice:
new 9-5

1st - #84, John Neff



Clockwise from above left: A clean Saab is a happy Saab, one of many to take advantage of the on-site car wash location. RMSC chief honcho Jerry Danner discusses the future with Peter Bäckström. Yes, the clouds were looking threatening as people left grounds after the group photo! The Reverse Steering car, a handful to drive, looks innocuous sitting still. Middle and lower photographs on this page by Seth D. Bengelsdorf.

SOC19 Photo Contest Results - first place pictured

Best Fleet

- 1st Sam & Rita Girgis
- 2nd Don Young
- 3rd John Snelgrove



Photo - Snapshot

- 1st Jeff & Meredith Nowling
- 2nd Tom Sheng
- 3rd Amy Klene

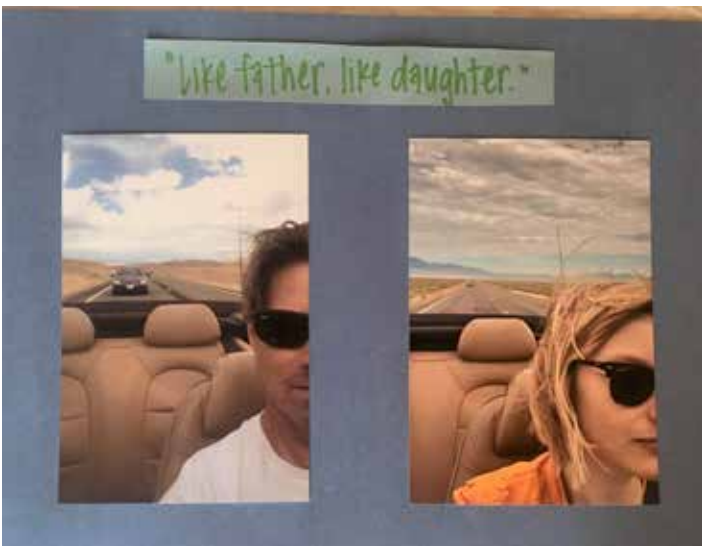


Photo - Impressionistic

- 1st Victoria Bjorklund
- 2nd Laura Karstens
- 3rd Greg Russell



Photo - Portrait

- 1st Patrick Foss
- 2nd Bobby & Jenifer Sidhu
- 3rd Kyle Webb



Other SOC 2019 award winners:

- | | |
|----------------------------|------------------------------------|
| Walter Kern (VSCNA) | Ed Todd |
| Preservation | Patti Donney |
| Sinclair | Jeff & Meredith Nowling |
| Stroker | Tom Nelson & Grandkids |
| Young Enthusiast | Cooper Parker |
| Top Volunteer | Gayle Harbison |

SOC 2019 continues on page 14.



Viggins filled the square! Inside, they filled the halls and were the stuff that dream are made of, outside they were more of the nightmare variety. No, that's not a real deer head or antlers. Really.



Inside, members of the Vigenen VIP group gathered to collect their swag. Outside, judging on the Concours was taking place.



Ray Kopczynski ran the meeting of the Vintage Saab Club of North America during the convention.



A highlight (and closing event) of the SOC was John Moss holding the charity auction. Fun, with treasures to be had. Also a treasure was this 96 owned by Jerry Danner that your humble editor got to drive to and from the convention.



Edward Todd's amazing electric Sonett came down from Alaska to pretend to refuel at the nearby Tesla station. The neighboring Tesla owner was impressed! Photographs on these two pages by Seth D. Bengelsdorf.



The Doctor is In

By Kelly R. Conaty, MD, MBA



Leather Steering Wheel Refurbish

In the last issue of *NINES* I discussed how to repair a cracked Vigen seat. That repair was more complex than many DIYers are willing to take on but this repair is simple and takes very little time. After my previous articles I hope that you have launched upon your own leather repairs, simple or complex. This simple-to-do repair will not only make your worn steering wheel look better but it will also feel better on your hands as you drive. It is a very satisfying repair to do. If you think about it, aside from your leather seats, the steering wheel takes the brunt of your interior use and abuse. Grease, dirt, body oils, and lotions all take their toll on steering wheels, and the intense sun shining on the top of the wheel causes much UV damage. Even if we are meticulous about our interiors and seats, we often neglect to clean and protect the steering wheel.



All photographs by the author.

The accumulation of all of these effects cause a breakdown in the protective topcoat of the wheel, and eventually it takes on a porous, rough surface which is not only unsightly, but is rough to the touch when driving. Leather steering wheels are similar to leather seats, in that the leather has a color coat and a top coat. Sometimes the wear is so bad that the color coat is affected, leaving a worn, dull appearance. In this article I am going to describe how to complete a simple repair, easily accomplished in just a few hours by any DIYer.

By now, if you have read my articles, you know that surface preparation is the key, but it is very easy to do. Essential for any repair of your steering wheel are a good All Purpose Cleaner (APC), isopropyl alcohol (IPA), 300 and 600 grit sandpaper, leather dye, and acrylic topcoat. If the damage is extensive, you

may want to use leather repair filler and an artist's palette knife for spreading the filler. Leather filler can be sourced from any number of suppliers as I have referenced in my previous articles.



The first step in any leather repair is a thorough cleaning of the area with an all-purpose cleaner and a light sanding, and then wiping down with IPA. Steering wheels are exceptionally dirty and covered with body oils, so make sure that you do not shortchange the cleaning step. Refurbishment can be accomplished with the wheel off or on the car. Most steering wheel wear is along the top of the wheel, so this repair is very amenable to an in-car repair.

For this repair in my 9000 Aero, the area of refurbishment was along the top, so I just spread a dropcloth to contain the mess and dust. If the surface is really rough you may wish to start with 300 grit sandpaper and smooth out with 600 grit sandpaper. Try to sand lightly and let the sandpaper do the work because you do not want to dig into the leather itself.

After a thorough and proper cleaning and sanding of the leather is accomplished, you may want to apply 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 really doesn't matter because you will be using a black dye to cover the wheel. For this project, filler was not needed as I was able to smooth the surface adequately with just sanding. Once you are happy with the smoothness of the surface, clean the whole area with isopropyl alcohol to remove any remaining body oils or lingering traces of conditioners and chemical treatments that you may have used in the past.

After the prep and isopropyl wipe down, the wheel is ready for dye. By far the best dye that I have used for this purpose is Fiebing Leather Dye. It is cheap, applies easily, and readily available to purchase online from various vendors.

The Doctor is In Cont'd



coat to dry in between. After each coat was dry, I wiped excess dye off with a microfiber towel.



The Fiebing dye is very easy to apply and results in a rich deep black color. I use a piece of foam and just dab the dye on generously. It may take several coats to achieve the rich black color that you want. Tape off any areas that you don't want to get coated. In my case I applied four or five coats allowing each

After you are satisfied with the finish of the dye, allow to dry and wipe the excess one final time. The final step in the refurbishment is to apply an acrylic topcoat. On the steering wheel I like a shiny smooth surface, so I use Fiebing Resolene. If you would rather have a not-so-shiny surface, there are matte surface acrylic finishers available. Again, as with the dye, it is just dabbed onto the surface of the wheel. Several coats may be needed. Allow to dry and lightly sand with 600 grit sandpaper between coats to smooth out any bubbles or imperfections. If the surface is slightly sticky, then rub down with a microfiber towel and allow more time to dry. Allow the sun to bake it dry for a nice smooth surface. And don't forget to protect it when done with 303 Protectant! The whole project should not take any more than a few hours, and when done, enjoy your new, smooth, refurbished steering wheel!

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 five years ago. He now owns six Saabs.

On the Column



By **Bob Miller**

Now and Venn

I'm sure that most readers are familiar with Venn diagrams: you know, the overlapping circles where one group overlaps the other such that characteristics of both are found only in the overlapped area. In the world of Saabs, I propose a Venn diagram where one circle represents folks for whom Saab is (or was) just a business: a car to sell or repair, and the other circle represents Saab enthusiasts. For example, many of the upper administrative types at Saab in the 1960s were very conservative businessmen; their motive was profit, not enthusiasm. They only approved a competition department because it was an established fact that winning races sells cars. Saab had to find a racing venue where its product could win, because racing and losing does not sell cars.

As engine power was not its strong point, Saab was not going to win at drag racing, setting land speed records (Tom Donney has changed all that!), nor road racing, but there was a racing category that favored a tough, lightweight little sedan, and that was road rallying. The front-wheel drive Saab was a good handler and had an advantage on slippery roads, especially excelling at winter rallies. There were not very many top-notch rally drivers who were interested in racing unproven, underpowered cars, but a local motorcycle racer named Erik Carlsson had the right combination of toughness, enthusiasm, skill, and a willingness to push the little sedan to (and beyond) its limits to win. He was not the only driver to have success in Saabs, but he was, arguably, the most charismatic and most loyal to the small Trollhättan manufacturer; he embodied what has become the Spirit of Saab. Wee Erik would fit into that overlapping segment of the Venn diagram; driving Saabs was his business and livelihood, but he was also enthusiastic about the brand.

The first person whom I met in that overlapping category was John Jacobson, known as Jake. He was the Saab dealer in Wilmington, Delaware, and sold my father the 1966 Saab 95 two-stroke that I still drive today. To say that Jake was a Saab enthusiast would be a gross understatement; he lived and breathed Saab. He once held a White Sale, meaning that he ordered a bunch of white Saab 96 V-4s and sold them essentially at cost, not to make a profit, but because Saab had offered a trip to Trollhättan to the dealer who sold the most cars

within a given time period. He won, and my sister was one of the beneficiaries of the bargain 96s he sold. Jake put a Saab 2-stroke into an Elva sports-racer because the little 3-cylinder engine made a lot of power for its weight and displacement category (and because the engines were available); he made a 95 into a pickup truck and used it for his business; he even put a Saab V-4 engine into a Lotus 23, because he could. He was a ferocious competitor and was involved with racing into his later years, eventually becoming Race Chairman of the Pittsburgh Vintage Grand Prix, and his love of Saabs never wavered. I consider it a privilege to have known him.

The first Saab enthusiast I met was my uncle Marty, my father's older brother. He lived in New York and showed up one day in our Delaware driveway in a black 1959 Saab 93. Looking down at it from my bedroom window, I thought that it resembled nothing more than a big black jelly bean! Uncle Marty was a machinist who appreciated solid engineering, and I never saw him enthusiastic about a car before, although his previous ride was the super-cool 1956 Chevy. He was so impressed with this little Swedish import, especially its engineering, that he was able to influence my father, a staunch Chrysler man, into considering his first imported car.

Sadly, when Jake closed up his dealership, I had to seek another franchised Saab dealer to maintain the lifetime warranty on the 2-stroke engine of the 95, which I inherited from my dad. Well, technically, I did not actually inherit it; it was just that I was the only remaining family member who could drive a stick shift. Clearly, by then, I too was a Saab enthusiast, and was able to persuade my sister to buy that White Sale 96, even though she did not yet know how to drive a stick-shift car. I also influenced several of my friends to buy used Saabs, and my mom's first new car was a 1974 99 LEA, as she was not about to learn how to shift. Anyway, to keep the 2-stroke engine warranty valid, a dealer service was required every 3,000 miles, and there was a service book kept in the glove box to document every service. Unfortunately, after one of the service visits, this book could not be found, but, as I had kept all the receipts, I could still prove that services were done according to schedule.

With Sports Car Service closed (and much later re-opened as an independent Saab service garage by Jake's son Bill), the next-closest franchised dealer was Ed Fine Oldsmobile in Newark, Delaware. I was not crazy about having an American car dealer servicing the Saab, but knew of no alternative. My suspicions were correct, as, at the first (and only) service, I was charged for an oil change and filter, items not found on a 2-stroke Saab. When I demanded to see the filter and where the oil was added, they had to admit that they had charged those items in error, but denied any deliberate

On the Column Cont'd

fraud. This was my first experience of people who serviced Saab, but were clearly not Saab enthusiasts. Before the next mandatory service, the engine, with over 50,000 miles on it, blew up, and I went farther afield, now to nearby Pennsylvania, to Clews Boat and Auto Center to claim the lifetime warranty. Although I could not produce the service book, I presented the bundle of all the receipts from the very first service. Someone at Clews went through the receipts with a fine-tooth comb and found one service that was a few miles over the required 3,000 mile limit, and told me that the warrantee was void. Can you imagine a Saab enthusiast looking for an excuse to deny the warrantee? The engine would have cost them nothing, but apparently they were not paid well for changing them out. This began the long series of used engines that I had installed into the 95; as they had uncertain mileage, I never know when they were going to be used up, but they all served me well. One was even an oil-injected engine! By this time, I was a mechanic, and stroker engine swaps were ridiculously easy to do; I even did one without a lift, when I was young and strong as an ox, and almost as smart.

Thus began my disenchantment with Saab dealers; I continued to love the cars, but not the businessmen who sold and serviced them. Now, had Bill Jacobson been a franchised Saab dealer, I probably would still be coming to him for service. He too is a Saab enthusiast of the highest order, and he definitely fits into that overlap area of the Venn diagram. He and others like him are living proof that one can be a businessman and still love the cars that you service.

When my sister's 96 V-4 needed expensive service, she sold it to me for a dollar and I fixed what I could in my mother's driveway and had Bill do the heavy lifting at Sports Car service. A friend and I then drove the car across the country, as I was now living in Arizona. We had almost made it when it developed a valve problem (this could never happen with a 2-stroke!) in Abilene, Texas, and limped as far as Tucumcari, New Mexico. From there, we flat-towed it the rest of the way to Tucson behind a rented truck. Sadly, the Saab dealer in nearby Albuquerque had no clue about how to repair a V-4 (this was in 1985). As I was in a hurry, I swapped out the perfectly-running engine from my '68 Sonett V-4, then drove the 96 to Los Angeles to go to school, pulling a trailer with a motorcycle on it. It was a good thing that I had the bike, because the engine, with about a quarter-million miles on it, had developed too much wear of the balance-shaft bearings, lost oil pressure, and spun a bearing before I noted the oil pressure light. Amazingly, the tough little V-4 kept running long enough to get me the few remaining miles to my California apartment. The motorcycle then became my only transportation while I looked for a used V-4 heart-transplant. Cue in Saab People again. I had long been a member of the national Saab club, having started with the Saab club of Chicago in the early 1970s (they advertised in Road

& Track). I reached out to the Southern California Saab Club, and, of course, someone knew of a healthy V-4 at a reasonable price for a (literally) starving student. A recommended mechanic installed the engine, and I once again had a running Saab (I had left my 95 and Sonett in Arizona because the V-4 96 was a better tow vehicle and much more relaxed at highway speeds). This was when I became aware of the family of Saab enthusiasts, always there for one another. A few months later, I ran the V-4 out of gas in the fast lane of a 12-lane freeway; this was because the gas gauge of my 95 lit the red light about 30 miles before you ran out. The 96, it turns out, had about 10 miles left when the red light came on, and I pushed it too far. I coasted down-hill and successfully crossed 5 lanes to pull off onto the shoulder. While I was scratching my head, who should come along but a member of the Southern California Saab club, who stopped to help. Years later, I flew up to Las Vegas to attend a Saab Club convention without much (or any) planning. I assumed (incorrectly) that a town that is nothing but hotels, would have a room for a last-minute arrival. Exhausted from my search, I found out the room number of Paul Florence (hope I spelled that right), President of the Southern California Saab Club, and begged him to let me sleep in his suite. Of course, he invited me in, and I was able to enjoy the convention.

I have been attending Saab Club conventions as often as I can, and feel right at home among the Saab enthusiasts. It feels like family, and someone is always reaching out a helping hand. Larry "Stroker" Williams brought a beater Saab 92, one of the few in the country, to the convention in Oconomowoc (yes, every other letter is an "o"), Wisconsin. I had never seen one before and asked him whether I could sit in it. He insisted that I not only get in, but drive it in the parking lot. Bill Jacobson took me for a ride at another convention in one of the 6 original Saab Sonett 1s. He has several times sold me parts to keep my 95 on the road, and more than once refused to accept payment for a used part. Andy Hutzel from Eagle River, Alaska, asked me to evaluate a 1958 Saab 93 B he had found in Arizona. I did that, helped him clean out the packrat nests that filled it to the window sills, and we towed it to Fort Smith Arkansas for mechanical restoration at Vernon Atterberry's shop. Vern gave me a needed windshield washer reservoir and refused any payment. We were all hugely gratified when the 93 won a People's Choice Award at the recent Colorado convention. At this same convention, I met Julie Gardner from the Central Pennsylvania Saab Club; she had acquired a bull-nose 95 sans engine. She mentioned this to someone at the convention and he gave her an engine. I love Saab People!

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

Night at the Museum

The "Night at the Museum" was planned and promoted many months in advance in conjunction with the Saab Owners' Convention 2019 in Loveland, CO. It seemed like an ideal time for many Saab owners driving west to stop in and see the museum at Sturgis. But first, here's a little bit of history that will bring you up to speed on the things that had an effect on this event coming off as planned.

In July of 2018, there was a severe hail storm in the Black Hills which also hit Sturgis. Several of us, besides the Donneys, were at the museum that evening, and had no idea of the damage that was being done. The only damage seemed to be on Tom's enclosed car trailer and an RV outside the museum that Tom and Patti were living in at that time. Within a short period of time, however, it was discovered that the building had withstood severe damage to its roof and some sidewalls. The building, being all steel, consequently had multiple roof leaks which made replacement not an option but a necessity and thankfully was covered by insurance. Tom spent several months negotiating a settlement and repair of the damage with the insurance company. By the spring of 2019, construction began on the replacement of the roof and some of the sidewalls. In addition, a plan for a new welcome center was ready to be built. The contractors had a completion date of June 1, 2019; a date well in advance of the July event.

The wet, snowy and ever-changing weather in South Dakota soon made the completion date for the museum projects become more and more difficult to fulfill. Remember, this roof covers almost an acre of building. The roof is not a place to be when the wind is blowing or when it is wet or snowy.

Tom and Patti had scheduled a month-long trip to Sweden in June to attend the Saab Festival in Trollhättan, as well as a visit to Norway. Tom arranged for Bob & Shelley Nicklay, (parents of Matt Nicklay, the owner of esaabparts.com, located in the museum), to watch the museum during the first week of their absence. Linda and I were there to cover the next three weeks or until the Donneys returned to Sturgis. During June, the four of us were able to do many small jobs including rearranging nearly 100 cars in the museum to stay ahead of the roofing crew so nothing was dropped on the vehicles. Even so, the roofers made very little and slow progress. Each time they took an old panel off the roof and removed the old insulation, there was a shower of fiberglass insulation and sawdust (the building was previously a sawmill) drifting onto the floor and cars below. Yuck!! At the same time, the museum was open for visitors. Bob and I were giving tours and tried to keep the museum presentable and the cars moved to keep them from being damaged.



There were a number of people working on museum cars. In this picture (left to right) we see Jim Hutchings, Fredrick Ekendahl, Chuck Andrews, Mike Adams and interested bystander Reggie Pitts. There were many others who were working on cars that day including Marty Adams, Ryan Engler, John Moss, Gary Stottler, and Peter Backstrom. All photographs provided by the author.



Window washing at the Museum is at a whole different level! It takes a man lift and lots of patience to get these doors and windows sparkling clean.



When Tom returned almost a month past the original construction completion date, the roof on the museum was about 40% finished and the welcome center hadn't even had the cement floor poured yet. A presentable museum and welcome center seemed like a difficult task!

Always the optimist, Tom worked with the contractors to get as much done as possible before July 24th, the ever-looming date of the "Night at the Museum." Since the contractors were still working right up to the day before the event, little cleaning, etc., could be done in advance.

The weekend before the event, Marty, Annette and Mike Adams from Meyer Garage in IA, came to help along with the Nicklays. By the time Linda and I arrived on Monday afternoon, there were other people also arriving to assist. Previously, on July 20th, Carolann Jacobson Pampuch had posted on Facebook a "Work List" to anyone who was coming to Sturgis. It consisted of four pages of jobs listing everything from wash and dry 100 cars, scrub the floors, clean the windows, scrub the walls, repair several cars that needed repair, hang banners, etc. etc. etc. By Tuesday, July 23rd, more and more people were dropping in to help with that list. On Tuesday evening, there may have been about 40 people there getting the museum ready. Many more visitors/workers came the next day to see the museum plus some stayed to help get everything put together as planned. Many arrived with the list in hand and already knew what jobs they could do. The list was posted in the restoration center on a white board. As jobs were finished the job was crossed off the list. The final result of completed tasks represented hundreds and hundreds of man hours. It was hard to believe so much was accomplished in such a short time. An army of volunteers had swarmed the whole facility doing whatever was necessary!

On Wednesday evening, July 24th, just before the food was ready to be served, there were hail warnings posted for Sturgis. The tables and chairs previously set up in the museum were moved against the wall, the doors were opened and visitors were urged to get their cars inside. It didn't hail after all but at least their cars were safe!

Finally, when the famous Donney pork loin and other food were served, there were about 115 people in attendance. A short program was presented during the meal featuring Tim Colbeck from ORIO, Peter Backstrom--the Curator of the Saab Museum in Trollhättan, and Tom Donney. Tim Winker made a donation to the museum and then Tom closed the program thanking everyone for their help then walked out to the line of cars (mostly race cars with open exhaust) and started several, one at a time, revving the engines. Wow! Love those sounds! Made my adrenaline flow!! Overall, this event turned out to be an overwhelming success and show of support for the museum and the Donneys. Of course, all of the 100 Saabs on display were the real "stars of the show."

Since there is room for only a few of the pictures commemorating this event in this *NINES* edition, please share your photos and comments to www.wersaab.org/submit where they will be available for the whole Saab community to enjoy. The museum depends on your tax deductible donations and reviews on Google. Let's all remember to take part in supporting our Saab Museum!



About half of the Tuesday crew opted for the traditional firetruck ride to The Knuckle for supper.



The picture of volunteerism! The sweat soaked T shirt shows the temp and how hard the task! Thanks Mark Sanders for coming over 500 miles to clean these walls on your vacation.



What a task. Patti Donney running the floor scrubber with 24,000 square feet of floor to do and there were probably more than 30 volunteers that helped wash and dry 100 cars over a two day period. Boy! Did they do a great job and then Steve Davis came along to the GM Heritage cars and gave them his personnel detailing touch!

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



Through a Windscreen Darkly



By Linnea Krajewski

Requiem for a Real 9-3

The end of August signals the end of the summer for most folks. For those of us of the Saab persuasion in New England, the end of August means that it's time for Swedish Car Day, that celebration of Saabs and Volvos at the Larz Anderson Auto Museum in Brookline, Massachusetts. This year is the 20th such celebration, and a large turnout was expected.

Roxie and I ventured up to Brookline the Saturday before SCD to help Pierre and Sue lay out the show field. Pulling onto the grounds, I spied a real 9-3, hood up, sans plates, near one of the garage doors. Instantly, my curiosity was piqued. There didn't seem to be anyone around to explain the Saab's presence, so I wandered out onto the field to greet Peter Maitland, who had arrived just before Roxie and me. Peter had no more information on the Saab, but as we stood there chatting, we saw the car rolling down the driveway. As the car stopped just before entering Newton Street, we heard the unmistakable sounds of rusty rotors encountering brake pads. Peter commented that it sounded like the Saab had been sitting for quite a while, based on the unhappy brake noises issuing from under the car.

Pierre, Sue and Pascal Belperron soon arrived, and we unpacked their 9-5 wagon and began to lay out the field. The 9-3 came back from its short trip and parked over near the building. I wandered over to the car and said hello to the gentleman who had been in the driver's seat. He introduced himself as Sheldon, the head of the donor car programme at the museum. The 9-3 had been donated to the museum, and Sheldon had hoped that one of the Saabistas who had arrived for Swedish Car Day would adopt it and take it home. I gave the car the once over. There was black duct tape surrounding the sunroof, never a good thing. The side mirrors also had the same tape around the housings, which meant that they were cracked and probably not in very good shape. The driver's seat leather was worn. The doglegs, always a target for the dastardly tin worm, were in bad shape... they weren't rusted through, but they were extremely frail looking. They actually made Roxie's doglegs look good by comparison! Sheldon advised that there was a coolant leak somewhere...he had just put a splash

of coolant in the burp bottle. He advised that he couldn't see anything leaking (uh-oh!), but the leak didn't appear to be that bad. Famous last words.

The car was a 2002 and it had only 160,000 miles on the clock. Regrettably, it was an automatic. But, I reasoned, it would be the perfect winter Saab. The doglegs were pre-rusted, so I didn't have to worry about virgin or freshly repaired doglegs rusting. The coolant leak was concerning...if one doesn't see a leak, it probably means that the head gasket is going and that the coolant is going into the engine. The tape around the sunroof didn't really worry me...it was unsightly, but in the winter, not only does the sunroof usually remain closed, but for a good part of the winter, the roof is covered with ice and snow. Winter cars do not need to look pretty; they just need to be able to get up and go in subzero weather with a 30 mile an hour breeze blowing a gale of snow around.

So, I asked the really important question...how much? Sheldon advised that the donor was looking for more than \$500, but no more than \$1000, so that meant that the asking price had to be \$750. Not bad if the car actually ran and drove without experiencing a major mechanical failure. I resolved to have Matt Carr take look at the car when he arrived at SCD the following day. If he gave it his seal of approval, then we'd discuss terms.

We were up bright and early the next morning to head to the museum to set up the tents and set out the flags. Pelle traveled with us to the show; he's a great ambassador and a calming influence. Even the surliest child surrenders to his charms, and he attracts grownups like a magnet as well.

Matt and Scott soon arrived in Matt's SportCombi; I took a quick break from the registration table to ask Matt to suss out the 9-3 that was sitting, front and center, at the entrance to the show field. He advised that he'd take a look and get back to me with his report.

The field rapidly filled with all sorts of Swedish machines; both Volvo and Saab were well represented. Old friend Mark McCourt arrived with Claes, the C30. He was planning to bring Ove, the 9-3, but an unfortunate driveway incident left Ove with a damaged fender. Ove was, therefore, otherwise engaged at the body shop and unable to attend.

After registration closed, I wandered the field, checking out who had arrived and with what. The 99s were well represented this year; Jeff Becker brought his pristine 1977 EMS and Ed Lorenz came all the way from Oneonta with his 1972 LE. There was also a very

Through a Windscreen Darkly Cont'd

pretty silver 99 from Connecticut in residence.

Roxie was not alone in her corner of the field; there were quite a few real 9-3 of every stripe parked around her; there were even a few NewGen 900s in residence. Once plentiful and now almost unseen, a few 9000s were also in attendance. Several new 95s made it to the show as well as one very rare 94.



All photographs by the author.

I bumped into Matt, who had bad news for both me and the 9-3....the rear shock towers were badly rusted and would require immediate repair to make the car roadworthy. Matt also advised that the doglegs were in extremely bad shape, which was not a surprise, given how they looked. Sadly, I wandered over to where the car was parked. I did not want to take on a repair of that magnitude, especially on a car that was just supposed to be a winter runner. The coolant leak also worried me, so I sadly decided that it would be best if we left the car where it was.

Spying Sheldon zipping through the area in a golf cart, I flagged him down to give him the bad news. The donor was either unaware of the condition of the shock towers, or had conveniently forgotten to mention how bad they were when he donated the car to the museum, because Sheldon was quite surprised to receive my report. He asked me if the car could be saved, and I told him that it could, but it would be an expensive repair. He asked if it would be better to part the car out and I hesitated. Real 9-3s, for that matter ALL Saabs, are becoming scarcer by the day. It was a shame that this car would join the ranks of the departed, that some Saab saviour would not come along to save it. Another Saab gone to Valhalla far too soon. I answered Sheldon truthfully. Unless someone really wanted to spend the money to save the car, it would probably be better if it were parted out so that another Saab could live on. Sheldon said that he would advise the donor and let the donor take it from there.

Pierre was announcing that the awards would be given out soon, so I found Mark and we watched as the winners of the People's Choice awards came up for their trophies. Mark and Claes won best C30, much to Mark's surprise.

It was soon time for us to leave. I packed up Roxie and secured Pelle in his seat. As we left the field, I stopped for one last look at the donor 9-3. It would probably be gone soon, far too early, with too few miles on its odometer, a victim of the dreaded Salt Monster. Heaving a sad sigh, I put Roxie into gear and we rumbled down the driveway towards home.

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



Nix's Saab Shots



By Karis Nix

New columnist this month! Karis Nix is a photographer and Saab fan. She agreed to show off her prowess in a photographic collage for her column.



As Jerry Seinfeld once said "Black Saab Rules!" 2002 9-3 SE "Figgen" owned by Kyle Hudson and 2004 9-5 Aero Sportcombi owned by Kevin Doyle.



Father's day with the Hudson Family. Jeff Hudson's 2005 9-5 Aero 5 speed sporting the iconic Klingon Wheels.



A family that drives Saabs together, stays together. Kyle Hudson's 2002 9-3 SE "Figgen".



Monte Carlo Yellow always brings attention to the local cars and Coffee. Vigen owned by Chris Boyd.



This 9-4x Aero has a few upgrades compared to others. SRX Cadillac wheels, Brembo Brakes and a Hirsch Tune makes this one sporty unicorn. 2011 9-4x Aero owned by Ben Hinkle.



Ben Hinkle has quite the collection in Virginia.



@nixmixmedia
Ben Hinkle likes variety and rarity with his Saabs. 900 Friction Tester, Lightning Blue Viggen and 9-4x Aero. All have their uses.



C900 Friction Tester T-1. Ben is making this piece of swedish history great once more.



@nixmixmedia
We may be getting older, but we are all kids at heart. The Convertible Junior 006 brings out our inner kid! Driven by Ben Hinkle.



@nixmixmedia
Alas, all good things come to an end. This end allows other saabs to stay on the road. Parts car owned by Harvey Richardson.



@nixmixmedia
More of Ben Hinkle's collection. His Flatnose SPG sleeps while he builds his friction tester.



@nixmixmedia
Keep it cool..old school! The 96 V4 is the Pinnacle of the vintage Saab driving experience. Owned by Michael Smihosky of Tuning By MPS.

Karis Nix is founder and owner of NixMix Media, specializing in auto photography.



Saab Services and Discounts

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

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P: 503.310.5555
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P: 717.898.4000
F: 717.898.3805

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P: 570.675.1546
F: 570.675.7914

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3333 Lehigh Street, Emmaus PA 18049
P: 800.829.1877
F: 610.965.6905

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Tennessee

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P: 901.373.7373
F: 901.202.6666

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F: 423.265.6938

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Mail hard copy and photographs (make sure to note if you want the photographs returned) to

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Swedish Motors

By Roger S. Harris

This is the 11th edition in a series of articles about those who care about the Swedish brand enough to focus on the repair, service and sales of Saab cars even as others have moved on. The point is to let those who continue to enjoy the individuality and great value of the cars to know where these unique shops are and what they offer.

Having grown up in Pennsylvania coal country, Rich Kushner's first cars were American models from the 1960s. During his last two years at college, he worked at a Volvo dealership as a service technician to help pay for his education. While there an additional five years, he started to become an enthusiast for the unique quality and safety of Swedish cars. His first Saab was a 1974 99EMS. During the 1970s he was involved with two automotive business partnerships (one was with Rick Parr) which did not work out in the long run.

service bays. In 1990 Kushner added four additional bays and in 2002 four more. Currently, service work is generally booked seven to eight days in advance. Saab and Volvo work still represents the largest share of the service income. The Swedish Motors complex is comprised of four buildings and also includes a miniature salvage yard where Saabs outnumber other brands. The facility is located close to the Susquehanna River. Customers are welcome to hike or bike along the river trail while their car is being serviced. There are multiple loaner cars available for those who need one.



The current Swedish Motors sales office is located remotely from the main complex on River Road.



Swedish Motors was founded in 1981 by Rich Kushner and it has evolved into a very successful business over the years. Rich had received Saab factory training and by then was hooked on the quality of the Swedish car manufacturers. During the first twenty years they focused on the service, parts and pre-owned sales of Saab and Volvo automobiles. Back in the previous century, they used to get a truckload of used Saabs from Florida to sell. Later, Audi, BMW, Mini and Volkswagen were added to the services. Originally, the shop had two

In 2018, Kushner sold around 35 to 40 used Saabs. As of the time this article was written, there were 11 Saab 9-3s, one 9-5, one model 95 V4 wagon, three model 96s (one with the two-stroke motor), two Sonetts (model 97), two model 99s, and one limited-production Saab go-cart shown for sale on the Swedish Motors web site. Two of the 9-3s are prepared as race cars professionally built with supplemental roll cage construction and were factory sponsored by Saab. As one of the major used Saab retailers in the U.S., Swedish Motors is unique in having a significant number of classic Saabs for sale. They ship classic Swedish cars to various parts of the country.

Swedish Motors Contd

Used car sales were primarily conducted out a separate more visible location within a mile of the main Swedish Motors complex of buildings. Since used Saabs and Volvos are more both difficult to obtain this year, Rich plans to consolidate car sales with his primary service, restoration and parts center at his main location which includes buildings on both sides of North Decatur Street. Rich explained that Volvo dealerships are paying top price for used Volvos since the market is swinging away from new cars in favor of used cars recently. That, plus the aging of the last Saabs imported into this country, makes his task in offering used Swedish cars more difficult.



Joel, Eric, Mike, Rich Kushner, Eric, Jake and Dave. Missing include Rich's daughter Audrey and his wife Carol.

Rich indicated that the best part of being in the Saab business is the customers since they become part of the family. He caters to a large service customer base which often travel from out of state. In the AAA Central Pennsylvania region, Swedish Motors received the Top Shop Award in 2011 with a 98.85% customer satisfaction rating. There are ten employees involved with Swedish Motors including Rich's wife and daughter, and his son Adam helps out often with marketing. Kushner expects his daughter to continue the business into the future.

Rich likes 9-5 wagons and owns a few of them including a 2009 Griffin model. Many of his customers put some significant money into their cars to keep them on the road including some with 300,000 miles on the odometer. When asked, he said the worst feature of Saab offered in certain models was the all-wheel drive system.

Rich and his family are automobile enthusiasts. Rich indicated "This is my passion and my hobby, so



All photographs provided by the author.

I consider myself very lucky to have been able to make a living at it. I'll retire when I die. I'm having too much fun." In 1985, he opened a division dedicated to vintage race car preparation and sales, focusing on classic European models. He ran in vintage road races in a couple of 1960s Volvos and in Saab 99s. In 1990, he won first in his class in a Mount Washington Hill Climb event. While that part of the business has been downsized, his staff was servicing a Saab Sonett III during my visit in April.

The Swedish Motors waiting area walls are lined with framed Swedish car posters, a restored Saab two stroke engine on a stand is just inside the front door, and a restored blue Saab 95 V4 seven-passenger station wagon is prominently positioned on the floor. Rich has a third building at the main complex which houses some of his collection of classic cars and additional examples are located at the remote sales office building showroom. The Swedish Motors inventory of used parts is very impressive. They have saved parts for Saabs of all ages. Doors from the 1970s, side panel clips, hoods, glass, lenses, engines, transmissions, and front seats hanging from roof rafters – every bit of storage space is utilized.

Swedish Motors is located at 7 North Decatur Street in Marietta, PA. They can be reached at 717-426-2202 or www.swedishmotors.com

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



In June, Swedish EV manufacturer NEVS acquired the British in-wheel motor technology company Protean Electric. Now, Protean brings the first major news after the acquisition:

Protean 360+ provides limitless 360-degree steering for exceptional vehicle maneuverability. Pneumatic ride-height control enables 'kneeling' for stepless kerb-to-vehicle access.

Compact module allows for front, rear and side access into vehicles.

Operators will be able to offer versatile transport to users with impaired mobility.

Next-generation urban transport vehicles will be tasked with smoothly and efficiently moving people and goods around busy cities, and a new 360-degree steering unit could help optimise the design and maneuverability of these urban pods.

The Protean360+ is a 'corner module' that features a limitless 360-degree steering capability, and combines this with an innovative suspension set-up, pneumatic ride-height control and a highly efficient and powerful in-wheel electric motor. The module's compact size will allow an urban pod to have an entirely flat interior floor and offer easy access via front, rear and side doors.

The exceptional manoeuvrability enabled by the 360-degree steering system allows the vehicle to spin within its own footprint, helping it to negotiate extremely tight urban streets and park in tight spaces with kerb-side precision. Once stationary, its ride-height control enables the pod to 'kneel', dropping the vehicle entry-point to kerb level for easy loading of heavy or cumbersome loads and stepless access for passengers with impaired mobility.

Additionally, Swedish EV manufacturer NEVS and the Autonomous Vehicle start-up AutoX have entered into an exclusive strategic partnership to integrate AutoXs Autonomous Drive technology in NEVS' next-generation vehicle architecture.

The partnership is directed towards a target of deploying the first large scale RoboTaxi pilots in Europe by the end of 2020, demonstrating and evaluating technology and design of a revolutionary world-first new vehicle type that will shape mobility for a more sustainable future.

The vehicle is currently being developed by NEVS in Trollhättan, Sweden, inspired by the "InMotion"

concept that was shown at the CES Asia, in 2017.

"AutoX enables companies like NEVS to become autonomous by creating an A.I. driver which is tailored to the specific geolocation it is in; adopting local driving styles, while also navigating in urban and dynamic conditions. We are proud to start deploying our technology together with a global OEM that really takes the mobility revolution seriously", says Jianxiong Xiao (a.k.a. Professor X), founder and CEO of AutoX. Stefan Tilk, CEO of NEVS says: "Protean Electric is an exciting company with very competitive technologies. I am sure this acquisition will lead to many benefits for both NEVS and Protean Electric."

KY Chan, CEO of Protean Electric says: "This exciting new agreement will enable Protean Electric to fulfill its global potential, and to do so more rapidly. This acquisition will aid Protean Electric in establishing a strategic advantage in the new energy and mobility markets and bring in new expertise.

Evergrande is a well-established and ambitious business, determined to make a mark in the clean mobility arena across the world. We look forward to working closely with the Evergrande and NEVS teams to deploy our technologies."

NEVS is a Swedish electric vehicle manufacturer committed to shaping mobility to become more sustainable and smarter, designing and producing premium transportation solutions and electric vehicles.

In January 2019 Evergrande Health acquired a (51%) controlling stake in NEVS. In combining NEVS, Protean Electric and a number of other leading companies within the automotive area, Evergrande have formed a highly competent "New Energy Vehicle" group.



Drive it!

By Jerry Danner

Patrick Foss drove his 1972 95 to the Saab Owners' Convention 2019 by the way of Sturgiss to attend Tom and Patty's open house "Night At The Museum" prior to SOC19. Patrick decided to do in the spirit that we should embrace, drive it!

Well, he stripped his balance shaft gear which rendered his car non-drivable 90 miles from Sturgiss. The car was towed "red neck style" (by a tow rope) down I-80 90 miles to Sturgiss. Patty Donney towed Patrick's Saab to SOC19.



All photographs provided by the author.

Shelly Baxter tried to get the group involved to pull the motor and fix it at SOC19. No takers. I helped Patrick out by towing his 95 to Mile Hi Automotive to store it until he returned for his Saab.

Now loaded up, Patrick is ready to go back to Kansas City. Glad I could help, Patrick!



Sunroof Motor Repair

By Juan Mariscal

Regarding the 900 sunroof motor problem: I had a sunroof motor that had failed. The first issue was that two of the screws that held the mechanism together had loosened and one had actually fallen out. That was a simple fix. However, while the motor worked, the holes in the rubber grommet that connected the motor gears and the sunroof gears and cable together had stretched out, causing slippage resulting in the sunroof not opening and closing. That was the bigger issue and challenge.

I wondered that perhaps I could use a metal piece or something more substantial in place of or in addition to the rubber grommet. I then found that similarly-sized solid rubber grommets can be obtained and then I could possibly drill out appropriately-sized holes in it and it would work.

Before I could do that, however, was realization that I had to do something immediately since we have been getting a lot of rain. I had been putting a plastic sheet over the roof and then covering the whole with my car cover. That worked but not very conveniently. So I decided to try something else.

The motor can be hand-cranked and you can open and close the sunroof that way. Very tedious but it will work. The motor even comes with a small hand crank attached to it that is fitted on the motor shaft and you just turn and turn and turn and ...

The problem was that even doing this manually, the sunroof wouldn't close because the rubber grommet was stretched out. So my short-term solution was to buy a rubber bottle stopper at the local Ace Hardware and then carve out pieces to stuff in the two oval-shaped openings in the rubber grommet to return it to a more circular shape to hold the gear pin connectors in place.

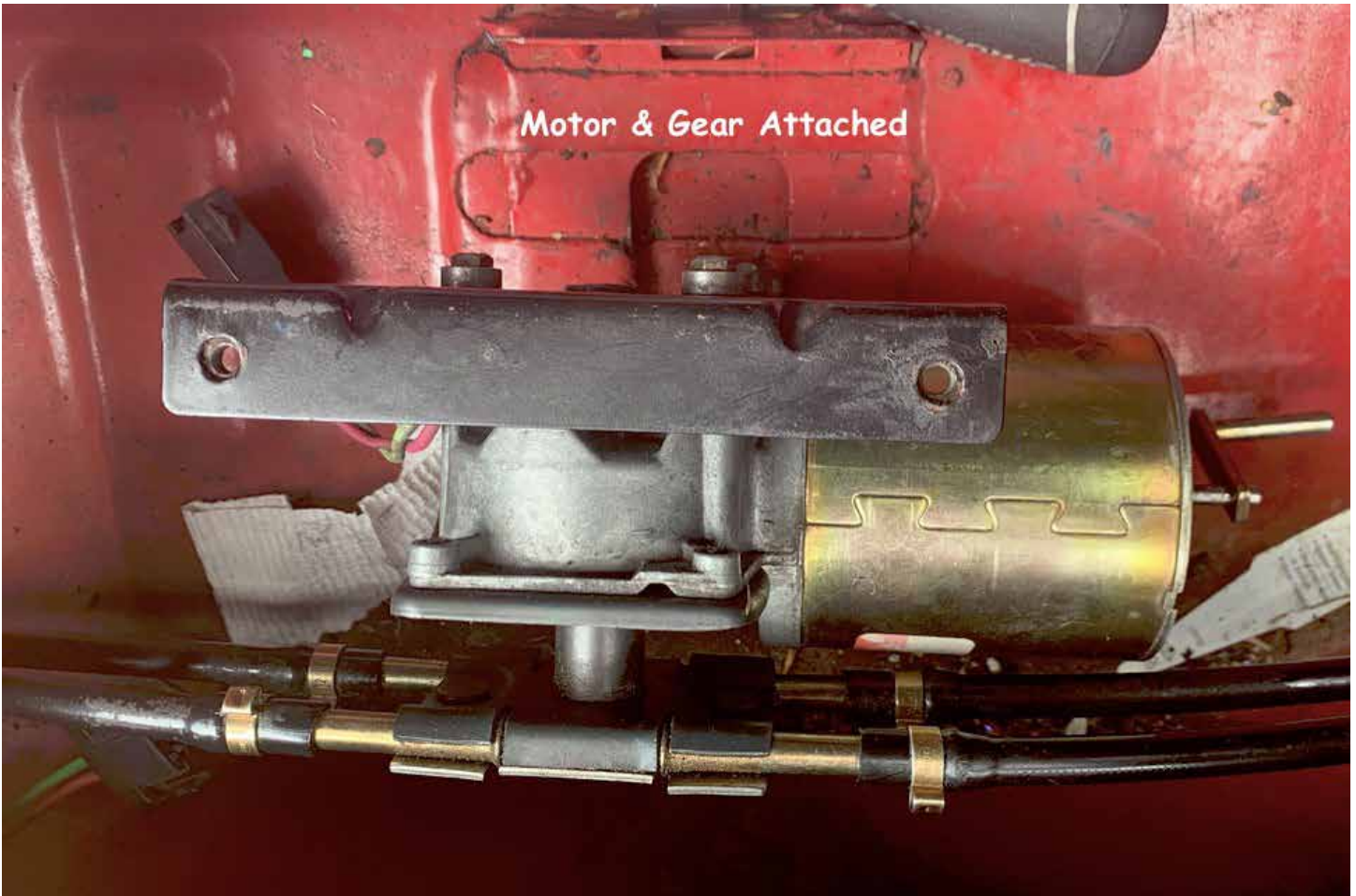
Amazingly it worked and I was able to manually close the sunroof - probably better than it has ever been closed before.

I didn't try to close it using the motor since my short-term goal was to seal up the sunroof so the car was protected from the rains. So far I have not seen any leaks. Success!





All graphics provided by the author.



North American Saab Clubs and Contacts

Alaska Saab Club of Alaska Brandon Tucker (907) 355.6522 SaabClubAlaska@gmail.com facebook.com/SaabClubAlaska SaabClubAlaska.blogspot.com twitter.com/SaabClubAlaska	New England Saabs Lucas Palo www.nesaab.com NewEnglandSaabs@gmail.com	Tristate Saab Club (OH, KY, IN) Todd Butler 10180 Sleepy Ridge Dr. Loveland OH 45140 513-774-8250 tbutler@cinci.rr.com	Utah: Utah Saab Club Chris Cox PO Box 526105 Salt Lake City, UT 84152-6105
California: Bay Area Saab Club Roger Wapner rwapner@earthlink.net www.bayareaSaabclub.com	Michigan: Great Lakes Saab Club Jim Laman 4771 Crestridge Ct Holland, MI 49423 616-335-5215 lamanjim@juno.com www.greatlakesSaabclub.com	Saab Club of Central Ohio Dan Orzano 300 Sheldon Ave. Columbus, OH 43207 614-444-4885 danorzano@gmail.com	Washington, D.C.: Saab Club National Capital Area Marvin Stockman 14720 Maine Cove Terrace North Potomac, MD 20878
San Diego Saab Owners' Group Chris Rogers 10559 Lansford Lane San Diego, CA 92126 858-530-0019 chris@sandiegoSaab.com www.sandiegoSaab.com	Minnesota: Minnesota Saab Club Scott Benson 7209 Perry Ct E Brooklyn Center, MN (763) 560-4306 scbenson@umn.edu www.mnSaabclub.org	Buckeye Saab Club Serving the North part of Ohio Eugene Carney 216-80-4070 www.buckeyeSaabclub.com	Wisconsin: Milwaukee Saab Club Andy Saksa 2480 Eastwood Lane Brookfield, WI 53005 262-785-1550
Saab Club of San Diego Zach Friend 848 18th St San Diego, CA 92154 303-895-0273 Zach.Friend@me.com SandiegoSaabclub@groups.facebook.com	Missouri: STL Swede Speed Paul Tuma St. Louis, MO 55429-1202 www.stlswedespeed.com (314) 630-3845	Oklahoma Saab Club of Oklahoma Chris Grider (405) 237-9395 Saabclubok@gmail.com www.Saabok.com	Saab Owner's Club of Menomonee Falls. (SOCMF) Steven Obenberger 414-322-9511 steveobenberger@sbcglobal.net
Los Angeles Saab Club Drew Price laSaabclub@gmail.com Facebook - http://www.facebook.com/groups/187960801006/	Nebraska: Central States Saab Club Kyle J. Poppert 4015 N St. Lincoln, NE 68510 402-488-5730 Saabarts@aol.com	Pennsylvania: Central Penn Saab Club George Baschore 477 E. Main St. Middletown, PA 17057 717-944-2915 centralpennSaab@gmail.com www.centralpennSaabclub.com	Canada: Saab Club of Canada Ed Treijs 33 Fortieth St. Toronto ON M8W 3M8 president@Saabclub.ca www.SaabClub.ca www.facebook.com/SaabClubCanada
Colorado: Rocky Mountain Saab Club of Colorado Jerry Danner 519 Lipan St. Denver, CO 80204 303-910-5520 Cell# jerry@milehibodyshop.com www.rockymtnSaabclub.com	New Hampshire: Vintage Saab Club of North America PO Box 4362 Manchester, NH 03108-4362 sonett1@hvc.rr.com	Saab Club of Northeast PA Ron Augelli 1723 Clearview Street Scranton, PA 18508 888-411-2205 570-969-9863 ronaug1@yahoo.com	Saab Club of Western Canada Kenneth Kuo Vancouver, British Columbia Canada Saabken@yahoo.ca www.Saabwest.ca www.facebook.com/groups/Saabclubwesterncanada/
Florida: Florida Panhandle Saab Club Kurt and Jody Olson 7318 Kingman Street Panama City, FL 32408 850-235-3471 kurt.olson@navy.mil	New Jersey: Jersey Saab Club Looking for officers and members.	Western Pennsylvania Saab Club Andy Bittenbinder 9433 Katherine Dr. Allison Park, PA 15101 412-366-6165 www.westernpaSaab.com	The Saab Club de Montréal Peter McLoughlin 20 Roundtree Crescent Rigaud, Québec, J0P 1P0 Canada 450-451-5165 pm3000@ca.inter.net
Georgia: Saab Club Atlanta c/o Mark Welker Shelly Baxter 6117 Dogwood Circle Buford, GA 30518 404-516-5697 saabclubatlanta@gmail.com	New Mexico: Saab Club of New Mexico President - Lisa BonDurant Vice President - Jason Strause Saabclubnm@gmail.com	Tennessee: Appalachian Saab Club Ken Edwards 296 Brethren Church Dr. Jonesboro, TN 37659 423-948-8251	Saab Club of Edmonton Jason Webb Edmonton, Alberta Canada www.saabclubedmonton.ca
Louisiana: Gulf Coast Saab Club Ron Hernandez 2422 Killdeer St. New Orleans, LA 70122-4316 504-283-0822 rthrandz@AOL.com	New York: Central New York Saab Club Ellen Kolynich 102 Armstrong Rd. Lansing, NY 14882	Texas North Texas Daniel Cahill Richardson, Texas 214-662-9048 cahilljdrc@tx.rr.com www.Saabtx.com	ONLINE CLUBS
Massachusetts: New England Saab Association Seth Hedstrom New England Saab Assoc. P.O. Box 478 Yarmouth, Maine 04096 seth@neSaab.org www.neSaab.org	New York Saab Owners' Club Rob Riccardelli 98 California Ave. Middletown, NY 10940 robricc@nysoc.com www.nysoc.com	Virginia: SaabKlubben of Virginia John Sleeman Charlottesville, VA www.saabklubbenva.club saabklubbenva@gmail.com	The Saab Network www.Saabnet.com
	North/South Carolina: Carolina Saab Club Silas George 814 Pamlico Drive Cary, NC 27511 919-271-7970 silasgeorge@gmail.com	Virginia Saab Driving Club Allan Holmes - Richmond, VA www.clubclassic900.com saabce9@clubclassic900.com	Turbo! Send an e-mail request to turbo-request@ifound.com. Place the word "subscribe" in the subject line and the body of the post.
	Ohio: North Coast Saab Club Kevin O'Malley 5451 Broadview Rd. (Rear) Parma, OH 44134 fotoomal@sbcglobal.net	Washington: Northwest Saab Owners (Washington, Oregon, British Columbia) Dan Morley 15701 Wright Bliss Road KPN Gig Harbor, WA 98329 206-255-8398 www.nwsoc.org blue69sonett@yahoo.com	VSaab, The Vintage Saab Mailing List http://www.vSaab.com/
			vSaab, an unmoderated Yahoo Group http://autos.groups.yahoo.com/group/vSaab/
			Send changes and corrections to: NINES, The Saab Club Magazine 1729 Lynnwood Trail Austin, TX 78727 ATTN: Clubs and Contacts sethbengelsdorf@mac.com

President's Letter

Dear SCNA Members:

This summer, like many recent summers for me, has included miles of driving Saabs around different parts of the country. In early July, I flew into Dallas to pick up a 40K 9-3 SS for a friend back home in Boston. I then drove to Denver, where I joined members of the Rocky Mountain Saab Club in preparing for SOC 2019 in Loveland. While some volunteers and board members were getting ready for the convention, I took a ride in my 9000 up to Sturgis, SD to join Tom and Patti Donney at the Saab Heritage Car Museum USA for a day of helping out followed by an evening dinner right inside the museum. There was a great turnout, with over 100 people for dinner, including Peter Bäckström from the Saab Museum in Sweden and Tim Colbeck from Orio, who marked the occasion by matching the donations, doubling the amount Tom and Patti received to go towards the many projects at the museum.



We left Sturgis on Thursday morning on our way to Loveland, where SCNA and RMSC worked together to organize a memorable SOC at the wonderful Embassy Suites facility. Thanks to the help of Jerry Danner, we were able to negotiate use of the adjacent parking lot to allow people to drive his storied "reverse steering" 900, and to stage our group photo with the mountains and beautiful if not slightly menacing Colorado sky in the background. We had over 30 Viggens on hand, and almost 200 cars at the height of the convention, proving that Saab owners continue to travel from near and far to attend SOC. In addition to the strong vehicle turnout, this year brought an increase in sponsorship participation by independent shops and parts suppliers across the country.

I would like to take this opportunity to thank all of the volunteers who helped out at SOC, and especially my fellow SCNA board members, who put in many hours both before and after the convention to make sure that everything went as smoothly as possible.

The Saab Club of North America, Inc.

Greg Abbot
Shelly Baxter
Seth D. Bengelsdorf,
Parliamentarian and Membership
Sanford Bogage, President
Daniel Cahill, Vice President
Jan Gravley
Chris Grider
Jim Hickstein, Treasurer
Allan Holmes
Mark Welker

The Saab Owners' Convention
Permanent Web site
www.Saabconvention.com

NINES, The Saab Club Magazine
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Austin, TX 78727
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Subscribe or renew online at
www.Saabclub.com

Speaking of the annual Saab Owners' Convention, I am pleased to announce that we are in final negotiations with a hotel near Albany, NY, to host our next SOC, July 16-19 2020. We have narrowed down our search, including some sites that we have held SOC at before, so check saabclub.com for our most recent updates. My hope is that, over the next year, we are able to announce the dates and locations of future SOCs, including a special Saab Owners' Convention in Sturgis!

Respectfully,

Sanford Bogage
President, SCNA



Museum News

By Greg Andresen

What a wonderful Pre-SOC 2019 in June at the The Saab Heritage Car Museum USA in Sturgis, South Dakota. If you missed the sleepover, you can always make a solo pilgrimage.

A few weeks before the 2018 Saab Owners Convention in Maryland, I had a serious conversation with my good friend Fred Zajeski, owner of Flikkema Motors Inc., our local Saab Authorized Service Center. Fred, you have a lot of great Saab promotional stuff in your showroom that all Saab lovers should see. What are your plans for that auto show quality, green, black, and chrome Saab 2.3 cutaway motor? What about the turbocharger display tower? Well, Greg, I can sell them to you. Beth said I could not use the motor in our living room as an ottoman. So what would be a better alternative?

Ok, take a few pictures and send to Tom Donney. Tom, could you use the cutaway motor or the turbo tower at the Saab Heritage Museum? Tom said he would love to have both. Well, Fred, may I purchase both? Sure. In December Beth and I purchased the motor and turbo tower. We had a snowy winter and a full travel schedule through mid-May. There was even a snowstorm in Sturgis in late May.

I committed to transport both items the 980 miles from Mokena, Illinois, to Sturgis, SD. Our open-top utility trailer needs to be prepared for the journey. The trailer has not been used in 8 years. It has been stored outside, next to my friend Roger's warehouse. The tires were new in 1993. On April 21st, Roger agreed to help me retrieve the trailer. It was a cold Sunday morning with four inches of fresh snow. Made it home 20 miles without a trailer license plate. Next week the new plate and annual sticker were installed. Then the old-style carwash, (with a power wand) to wash out 8 years of leaves and dirt. Third, new tires and repacked wheel bearings. Last, a new tarp and six yellow 2-inch ratchet straps from Harbor Freight, to tie it all down.

May 2nd, I was at Flikkema and Fred asked me into his office. Greg, when are you going to take the motor and turbo tower? How about early June? Then Fred said, could you take the five metal wall cabinets which are loaded with Saab shop manuals? Sure if I can get them in the trailer. I will discuss timing with Tom Donney. Tom informed me that he and Patti will be in Trollhättan, Sweden, for three weeks in June. Now what? Tom suggested I schedule my journey with Matt Nicklay and his father Bob, as they are at the Museum. We all agreed on the morning of June 8th is unload day at the Museum.

To close the saga, on May 27th I unbolted the metal cabinets from the Flikkema shop wall. On June 3rd, Fred and his team helped me load the motor, turbo tower and metal wall cabinets into my trailer. On Thursday, June 6th, (on our 27th wedding anniversary, don't worry--Beth and I had an outstanding dinner Wed. evening) I left with about 1800 pounds of Saab stuff. By Friday night I arrived at the Best Western in Sturgis. Saturday morning Bob Nicklay, I, and the forklift unloaded the trailer. Remounting the 800-pound motor on the display stand was challenging. The engine lift at Flikkema has a wider base than the engine lift in Sturgis. We resorted to the forklift to remount the engine on the stand. You can tell by the pictures that Bob Nicklay and I are happy not to lose a finger.

Most Saab Authorized Service Facilities have promotional stuff. Maybe you have a half-restored Saab project car or engine that you are willing to donate for an income tax deduction. All Saab lovers owe Tom and Patti Donney a massive Thank You for their devotion to the Saab Heritage Museum. It takes effort to purchase stuff and transport to Sturgis. Please investigate stuff your Saab contacts may have, that Tom can use. Just take a picture of the item and forward it to Tom Donney at tomsaab@gmail.com.

That's Greg on the right. All photographs provided by the author.



Quite the Saab

By Robert Lomitola

2011 Saab 9-3 SS (35,000 miles) B207R (2.0T) , FWD,
6-speed M/T
VIN: YS3FA4MY6B1300517

Purchased new from Saab dealer Allentown, PA
(June 2012) via Auto trader. Arranged truck transport
to

East Central Florida. Sports exhaust, cargo mat,
storage bin ordered directly from dealer before
delivery.

Fog lights (OEM) added 2 years later. Aero door sill
inserts, Griffin center caps with gray bolt caps, 17mm,
hood emblem. Sport pedals, leather door handles,
hand brake and smart slot, carbon leather shift cover
plus Italian leather shift boot with gray stitch. Early
adoption of eSID2 installed in late 2014 purchased
directly from developer. Covercraft Weather Shield
HP car covers since new. DOS program called
Wheelbase (advertised in NINES magazine in the early
1990's) for vehicle maintenance.

Run in a Virtual Machine (VMware) with Win
XP. Fuel spreadsheets (Excel) with multiple metrics.
Preferred Customer Account with Amsoil for motor oil
requirements, currently 0w/40 Amsoil Signature Series
API SN Plus.

Final Interior Updates: Hirsch Style Leather Steering
Wheel carbon stitch, Leather dashboard console with
carbon stitch, Nappa Leather glove box strip black.

Operating Cost: (WheelBase data) June 2019
Parts: \$5738
Labor: \$930
Fuel: \$3896
Total Costs: \$10564
Cost-per-mile: 0.304
Average MPG: 29.01

Primary Service Provider: Strictly Saab, Melbourne,
FL

All the changes from Dec 2018 - June 2019 are as
follows:

2011 Saab 9-3 Sedan B207R engine (2.0T), FWD,
6-speed M/T 34.8K miles
VIN: YS3FA4MY6B1300517

Carbon leather gear shift cover (M)

Leather door handle sedan,estate car (4pieces)

Leather handbrake cover (single)

1 set(s) Saab Sport pedal

Manual Trans Shift Knob Emblem (6 speed)

Manual Shift Boot Shift Boot Black Italian Leather
With Grey Stitch

Hirsch-Style 9-3 Leather Steering Wheel with
carbon stitch

Leather Dashboard Console SAAB 9-3 2011 with
carbon stitch

Nappa leather glove compartment strip (4/5D)
black

Smart Slot Leather

Aero emblem rear



All photographs provided by the author.



Classified Ads

NINES CLASSIFIED AD RATES:

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

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

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

Mail ads with full payment to:

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

2009 9-3 Aero XWD.

Color: Teal - Trans: Automatic - Mileage: 96,800 - Price: \$9,000
This car is loaded with adjustable suspension, touch screen radio, 18" inch rims, new brakes, rear diffuser, customized dual tail, front splitters, heated seats, upgraded HP tune, bumper cover, HD headlights, upgraded brakes, 2 onboard cameras for recording, rear reverse camera, a front camera for viewing, siriusxm radio, two 10" speakers w/ amplifiers, infinity speakers upgrade, upgraded steering wheel, silver interior, just repaired the XWD issue every complains about so good for another 30K miles. Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3.html#19082831171mgrif>
Contact: Marcus Griffin, Sumter, SC.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19082831171mgrif>
Phone: 803-607-9306.

2004 9-3 Aero Convertible.

Color: Black - Trans: Manual - Mileage: 89,000 - Price: \$6,000.
Very fun 6 speed Aero with new top and one year on tires. Feel free to arrange a test drive if you are in the area, I don't need to hide anything with this car. Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#19080793071rhaye>
Contact: Robert Hayes, Ardmore, PA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19080793071rhaye>
Phone: 610.555.1212.

2002 9-5.

Color: Black - Trans: Automatic - Mileage: 90,367 - Price: \$1,999.
Car is running, new tires and battery. AC and heater working. Driver side window failed and decided not to put any more money into it to fix. Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-5.html#19072959961jmcma>
Contact: John McMahon, Richmond, VA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19072959961jmcma>
Phone: 804-512-8923.

2000 9-3 Vigen Convertible.

Color: Black - Trans: Manual - Mileage: 59,250 - Price: \$12,000.
Never been winter driven and exposed to salt and never taken out in the rain. Runs and drives like a new car. Photos available in classified gallery: <http://www.saabnet.com/tsn/members/gallery.html?memberID=6464>
Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/9-3convertibles.html#19062456861jortiz>
Contact: Joseph Ortiz, West Hempstead, NY.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19062456861jortiz>
Phone: (516) 639-0115.

1999 9-3 Convertible.

Color: Cosmic Blue - Trans: Manual - Mileage: 77,366 - Price: \$8,950.
Well-kept and insured as a collector car. For sale well below insured value. Original paint and blue top. One non-smoking owner since new. Photo available at The Saab Network Classifieds:

<http://www.saabnet.com/tsn/class/9-3convertibles.html#19060659761jbets>
Contact: John Betsill, Acworth, GA.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19060659761jbets>
Phone: 770-815-1223.

1992 900 Turbo.

Color: White - Trans: Manual - Mileage: 152,483 - Price: \$7,950.
Strong running car that has been expertly maintained by Saab mechanics. Since purchase in 2012, I have driven it 90,000 miles and spent over \$28,000 on mechanical repairs (receipts available). The air conditioning system was rebuilt, transmission rebuilt by Ericsson Industries in Connecticut, new clutch, brakes etc. and major engine work by Saab specialists. Body and interior could benefit from upgrades but presentable as is. There are the usual cracks in dash and headliner has a few areas starting to sag. Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#19082460171ggrah>
Contact: Gary Graham, Winter Park, FL.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19082460171ggrah>
Phone: 407-497-6328.

1992 900 Turbo.

Color: Edwardian Grey - Trans: Automatic - Mileage: 142,927 - Price: \$3,500.
Prior to the accident, this car ran and drove exceptional, an example of one of the rare Saabs that has been well loved and respected through the years. Strong engine, powerful turbo, transmission shifted smoother than silk. Interior is close to pristine, (only the driver's seat shows slight wear). I invested over \$10,000 into this car just in the last 3 years. Despite the front body and frame damage, the

Classified Ads Cont'd

rest of the body held strong and is straight. The interior was unscathed, including electrical. There are no cracks in the dash and the Saab original windshield was not damaged. Contact: Kim DeYoung, Overland Park, KS.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19082350171kdeyo>
Phone: 913-291-3649.

1987 900 Convertible

Color: Classic Red Burgundy - Trans: Automatic - Mileage: 54,338 - Price: \$6,950.

This great accident free 1987 Saab 900 Turbo spent 90% of its life garaged in Boca Raton, Florida. Everything works, although as of late the radio is a little intermittent. Car runs and handles great with no issues whatsoever. Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900convertibles.html#19072688961sberg>
Contact: Shay Berger, West Bloomfield, MI.

Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19072688961sberg>
Phone: 248-388-8883.

Wanted

1985 900 Turbo SPG Distributor.

Distributor needed urgently to rescue stranded 1985 Saab Turbo SPG. Part No. 023750008.JHU4.Interiornumbers:0131.(050). Contact: Robin Lidstone, Nelson BC Canada.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190817robin>
Phone: 250 825 4260.

Parts and Miscellaneous

1968-72 96 Parts.

All the Saab parts on the trailer \$395 OBO. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190817rich>
Contact: Richard cranium, Park Rapids, MN.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190817rich>
Phone: 218-699-3325.

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.

2005 9-5 Parts Car.

Good engine, transmission. Front end damage repaired. Interior excellent. Selling whole, not parting out. Car drives fine and can be driven away. \$750. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/parts.html#190811mleach>
Contact: Margaret Leach, Newtown, CT.
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=190811mleach>
Phone: 203-470-7465.



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