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The Saab Club of North America Magazine



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SOC 2020 NEWS!

Planning for SOC 2020 (July 16 - 19, 2020) is in full swing, and the board recently decided on our theme to be “State of Independence, 70 Years and Counting.” We are also excited to announce a return to the Desmond Hotel in Albany, NY. Save the date and visit us on the web at saabclub.com and remember to keep checking back for more information about SOC 2020, including special events, VIP packages and more.

Submissions to Letters are always gratefully accepted! Please make sure to include your name and address. Submissions may be edited for content and length. Send your letter to:
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Features

Saab 9-3 Viggen – A History.....	8
Adopting a Viggen	15
A Work in Progress.....	31
Save that Saab!.....	33
Museum News.....	36
RedAero Saab Parts.....	37

SCNA and Club News

Saab Services and Discounts.....	26
Clubs	28
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:

On the cover: Sapan Dhora writes, "The car is a 2011 Saab 9-4x Aero with more than 120,000 miles on it. I run the Saab 9-4x Club on Facebook and I have been a fan of Saabs since 2008 when I had my TurboX which saved my life in a accident.



My dog's name is Hazel and she is a mini goldendoodle as are all her friends. Her Instagram is located here: <https://www.instagram.com/hazeldoodlegram/>

She enjoys sticking her head out the window and hanging out with her friends!"

Even though winter is here, we hope you enjoy sticking your head out the window of your Saab and hanging out with your friends. A perfect time for that is at the upcoming Saab Owners' Convention coming this summer to Albany, NY. Keep checking this space for more information!

Letters



We saw this photograph and just couldn't resist. Owner Shawn Liegl says: Not much to say. I bought the car in 1996. It was a UK import 900i. I painted it Candy Red over Candy Blue. Several coats of clear with prismatic flakes back in 1999. Multiple custom parts added. Carbon fiber dash, custom door panels with matching headliner. 14 speaker sound system with two amps. About the photo. I was just visiting a BMX friend and parked in front of the staircase leading to his house. Looked cool while I was walking down to leave. I admin several Saab groups. Have owned several other Saabs in the past. A 9000, 99, and a couple other 900s. I helped restore a 1973 Sonett that I drove around for a couple years. I shipped it to the UK. Two years ago I did a banger rally through nine countries in Europe in a camouflaged 1992 900 from the UK. I'm currently in Orlando, Florida.

\$ MARKET



1967 SAAB 96

◆◆

Bonhams Simeone Foundation
Automotive Museum
Philadelphia
Oct. 15, 2010

Dark gray paint with white and tan interior. Ford-sourced Taunus 1.5-liter V4 engine; single carburetor. Four-speed manual; independent front, beam axle rear suspension. The exterior shows dents and scrapes in the paint "but lacks any major structural fatigue," according to the catalog. The seat upholstery has been redone; again, from the catalog: "perhaps the beginning of a restoration that was never completed"—possibly the most optimistic statement seen in print outside of political promises. All original gauges. Final verdict: all tired, but mostly all there.

SOLD FOR \$5,600

Say, is this the same Saab your tweed jacket with leather elbow patches/Birkenstock sandal-wearing professor drove? Why yes, it is.

Svenska Aeroplan AB (SAAB) was formed in the 1930s as an aircraft company in Sweden. It dived into automobile manufacturing after WWII. After two decades of two-stroke power, Saab turned to a four-cycle V4 for the 96 sometime in 1967; it's said to be the first V4 to ever enter the U.S. market.

The 96 sold for \$2,295 new. Old automotive stereotypes die hard, including the Saab ones that place their cars exclusively in the faculty parking lot. Saab owners love the quirky nature of their cars, and it is something to celebrate, not denigrate. Saab as a car company is no longer with us, but its many innovations—and unique charm—remain. **DAVE KINNEY**

BONHAMS

Market is from Autoweek Magazine, sent to us by Greg Andresen.

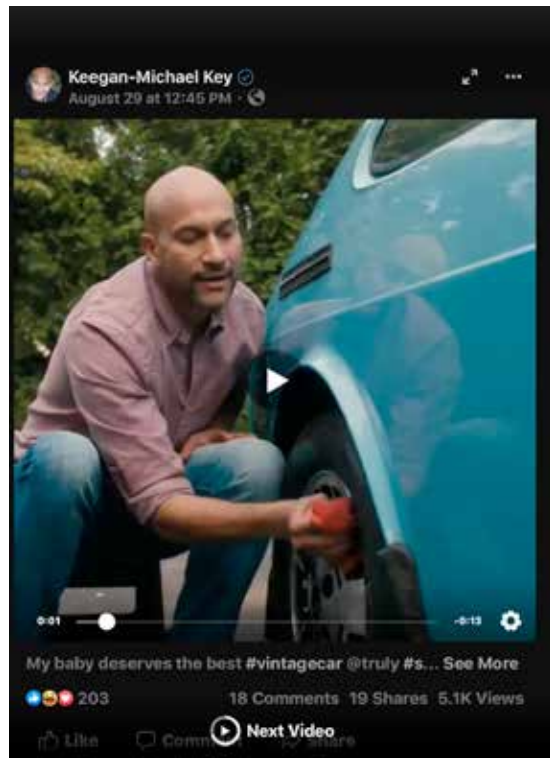
Letters Cont'd

There were not a lot of letters received for this issue, but there were a few Saabs brought to our attention on the internet.

Andy Aero spotted this one in a music video:



Nice wheel and dashboard!



And if you are familiar with the comedy duo of Key & Peele, you would recognize Keegan-Michael Key in the beverage commercial above. You might also recognize the 900 with the nice wheels.



From the Archives

By **Bruce Harbison**

'From the Archives' for this issue comes from the Saab News section of NINES #281, May/June, 2006. The editor and publisher was Seth D. Bengelsdorf.

Trollhättan Sweden

"The innovative Saab BioPower Hybrid Concept made its world premiere at the Stockholm Motor Show in March. The prototype car delivers zero fossil CO2 emissions, enhanced performance and a range of energy-saving features by combining the use of pure bioethanol fuel and electric power generation for the first time. The Saab show car also becomes the world's first hybrid soft-top.

Packing formidable pulling power from its 260 hp (191 kW) 2.0-liter turbo BioPower engine and 53 kW electric motors, the BioPower Hybrid Concept in the Saab 9-3 can briefly generate torque values three times greater than its gasoline-only equivalent. It is a sporty combination that makes for improved performance as well as greater fuel economy and an extended driving range.

Saab's modular hybrid system features a maintenance-free, 300-volt battery bank, 38 kW rear-mounted electric motor, a 15 kW integrated starter generator and all-wheel drive with electric power transmission to the rear wheels. The entire system has been packaged without sacrificing cabin accommodation or trunk space.

The all-aluminum 2.0-liter BioPower engine is modified to run on pure E100 bioethanol fuel and operates in tandem with the electrical power system. This offers fuel saving functionality, torque boosting electric power assistance on demand, an electric-dash 'Zero Mode' for city driving and regenerative braking.

The BioPower Hybrid Concept prototype car, with automatic transmission, is expected to achieve zero to 100 kph (60 m.p.h.) acceleration in just 6.9 seconds, a substantial improvement against 8.8 seconds for the equivalent gasoline model. Even more impressive is 80 to 120 kph (50-75 m.p.h.) acceleration on 'kick-down' in only 5.5 seconds

'Hybrids are certainly interesting for Saab in the future and this project allows us to evaluate and explore the potential of hybrid technology in combination with BioPower,' says Jan Ake Jonsson, Saab Automobile's Managing Director. 'Although the exact hybrid application shown in this concept does not currently figure in our production plans, the project has been extremely valuable in helping us further our expertise. It shows how we could develop the sporty

performance associated with Saab while using only renewable resources and saving energy overall.'

The Saab BioPower Hybrid Concept is the first project to be announced under a joint investment program between General Motors R&D (Research and Development) and the Swedish government.

The Saab 9-5 2.0t BioPower is already an outstanding sales success in Sweden, where it is currently the best-selling flex-fuel vehicle on the market and able to exploit a fast-developing network of filling stations selling E85 (85% bioethanol/15% gasoline) fuel.

The Saab BioPower Hybrid Concept goes a step further by using an engine fuelled by pure E100 bioethanol. This is a BioPower evolution of the current all-aluminum, 16-valve 2.0-liter turbo engine in the Saab 9-3 range. It now develops 260 bhp and an impressive 375 Nm maximum torque, 24 per cent and 25 per cent more respectively than on gasoline. The engine incorporates an integrated starter generator (ISG) and also charges a 300-volt battery bank, mounted under the floor of the trunk.

The compact 42-Volt ISG, built into the flywheel between the engine and transmission, is the power behind the Saab BioPower Hybrid Concept's fuel-saving, stop/start functionality. It serves a multi-functional role as a starter motor, alternator and 15 kW engine power-booster, while also helping to iron out residual crankshaft vibrations.

For the Saab BioPower Hybrid Concept application auxiliary functions, such as the water pump, air conditioning and power steering systems, are now removed from the engine's belt drive and electrically powered instead, through the hybrid system. The five-



From the Archives Cont'd

speed automatic transmission, with Saab Sentronic sequential selection, includes an all-wheel-drive capability by the simultaneous addition of electrically powered drive to the rear wheels.

A parallel hybrid system has been adopted, where the control strategy is based on efficient 'energy management' - recovering, storing and feeding back energy that is otherwise lost in a vehicle powered only by an internal combustion engine. Apart from converters to manage AC/DC and 12,42 and 300-volt interfaces, the system consists of just three core components: two electric motors and a battery bank.

Electric energy storage is provided by a 42-cell, 300-volt lithium-ion battery bank. Its performance is carefully monitored and governed by an electronic control unit, through which electric current from the engine is fed.

This power pack is accommodated under the floor of the trunk, without taking up any stowage space.



The battery supplies a compact 38 kW electric motor located between the rear wheels which powers a transmission differential and drive shafts. At low speeds, this Rear Drive Unit (RDU) is able to briefly generate 666 Nm of additional torque

The motor acts as a generator to provide 'regenerative

braking'. It automatically recovers kinetic energy otherwise lost during braking and converts this into additional battery charging. It also performs the same function whenever the driver lifts off the throttle, harnessing the energy in the rotating drive shafts. This is achieved without any perceptible change in the rate of deceleration.

The second electric motor is the integrated starter generator (ISG) located within the flywheel between the

engine and main transmission. On demand, it contributes 15 kW of additional power and 120 Nm of extra torque to the output of the engine through the front wheels.

Under transient driving conditions, both electric motors are activated to augment the power of the engine, increasing standing start acceleration and in-gear performance for safe overtaking. This briefly raises total power by as much as 28 per cent - without raising fuel consumption.

At take-off, the Saab BioPower Hybrid Concept also exploits the instant torque generation of its electric motors, smoothly adding strong, accelerative power during the engine's pickup, from tick-over to about 1,500 rpm. It is during this phase that the available pulling power or torque is more than tripled.

In congested driving conditions, fuel saving is taken a step further by the Saab BioPower Hybrid Concept's 'Zero Mode' operation - giving zero fuel consumption, and, of course, zero emissions - which can be selected by the driver via a button in the central console. At speeds below 50 kph, 'Zero Mode' will shut off the engine and again switch the car over to electric power only through the RDU. In this mode, the battery bank provides a range of between 10 and 20 kilometers (6- 12 miles). The engine is smoothly reengaged whenever the battery status approaches a low charge level or the electronic throttle opening requires acceleration beyond the 50 kph (31 m.p.h.) operating limit.

Finally, in low-grip road conditions, traction can be optimized by the addition of rear-wheel-drive for improved handling and safety. For example, when the electronic traction control system (TCS) is activated at the front wheels, the car can be balanced by the application of rear drive.

Driver instrumentation for the Saab BioPower Hybrid Concept is as discreet as the installation of its hybrid engineering. In the main instrument cluster, icons are illuminated to indicate when the car is running on engine and/or electric power. An additional gauge is also fitted to show the power status of the battery bank. The turbo boost gauge is calibrated by tree icons, a playful reminder of the car's renewable energy source."

I conducted a brief internet search 13 years now after this article was originally published, to see if there were any Bioethanol/Electric Hybrids sold in the US market and couldn't find any. I did find an article about a Toyota Prius Bioethanol/Hybrid Electric that was being tested in Brazil in 2018. The article called it 'the world's first'. I don't know what the future of bioethanol is as a viable vehicle power source, but at least a Saab in Sweden was possibly ahead of its time.

Saab 9-3 Viggen – A History

By Peter Leonard

Ed's note: This is the text of the talk Peter Leonard was scheduled to give this talk at the Saab Owners' Convention 2019 which celebrated the anniversary of the Saab Viggen. Peter was unable to attend.

How it started

It could be said that the Saab 9-3 Viggen started as a problem.

But that could lead to misunderstanding. In reality there was a challenging corporate situation and this led to a concept that evolved and eventually was realized in the form of the 9-3 Viggen which we celebrate today in its 20th Anniversary year.

Back in the mid-1990s Saab Automobile was grappling with declining sales of its first-generation 9-3. This was a face-lifted evolution of the Saab 900, the first product developed by Saab Automobile AB under the joint ownership of General Motors and the Wallenberg family.



SVO concepts shown at Geneva in 1996. All photographs provided by the author.

A new generation 9-3 was on the way, based on GM's newer Epsilon platform, but was a wait too long to satisfy the demands of Saab enthusiasts around the world.

This pent-up demand was well understood by the late Robert McEniry, Saab Automobile's vice president for Global Sales and Marketing.

Rob was determined not to be put off by over-stretched product development resources and internal resistance to any overtly performance-oriented models. He knew what was needed to bestow some performance kudos to the "bread-and-butter" range. So he set up a small, marketing-

led group, headed by Dan Chasins, to investigate if development of a range of "halo" cars could be outsourced.

Including also some key executives from engineering and purchasing, this study group visited a number of engineering specialists and this resulted in a contract signed with the TWR Group (Tom Walkinshaw Racing).

TWR had excellent credentials, having been successful not only in motorsport but also in development of Jaguar's XJ220 and more lately the Aston Martin DB7, and had been well-known to Rob having set up a joint venture with Walkinshaw in Australia – that was Holden Special Vehicles – becoming the famous HSV brand.

Rob McEniry sadly passed away in May 2018 after a brave battle with cancer, and is much missed by all who were privileged to have known him – especially his many friends within the Saab community.



Concepts

TWR's first remit was to propose some performance design concepts for the 9-3. Their in-house head of design Ian Callum (later to become design chief at Jaguar), produced two stunning show cars – an electric blue Coupe and a bright yellow Convertible.

These two beauties made their international debut at Geneva Auto Salon in March 1996.

Reaction was overwhelmingly positive, underscoring the latent demand and providing confidence that Saab's formerly sporty image could be further enhanced.



Reaction at the press conference.

Business plans were developed by Saab executive Dan Chasins (later CEO for Saab Cars USA) for a 9-3 high performance range, along with some rough ideas of similar derivatives for the 9-5 range further down the line.

Special Vehicles Operation

As it became apparent that a small dedicated team was needed within Saab Automobile to manage this outsourced development, I was asked to set up Saab's Special Vehicles Operation (SVO).

This started as a five-person team which I led, and included Klas Hedvall (later replaced by Jan Tampere), Hans Nilsson and Leo Lindblom; with Juha Lahtinen joining when the Finnish company Valmet was selected as manufacturing partner.

The team's focus was to progress the technical development, marketing strategy and business plan for the 9-3 variants, which would include 3-door Coupe, 5-door Sedan and 2-door Convertible.

Hot car – hot potato

Initially, the concept was for TWR to undertake both the technical development and also production in a dedicated on-site facility, taking de-contented donor vehicles from the main production line. However, as was to become increasingly evident, the very idea of allowing an outside company to take responsibility for a high-performance and high-profile range of Saabs became anathema to senior management in Engineering and Manufacturing. It became a political hot potato.

So much so, that the project was put on hold soon after new CEO Bob Hendry arrived. He considered many areas of the business needing his urgent

attention and the SVO project was initially seen as an unnecessary distraction.

But the dealers and their customers around the world kept up the pressure on Saab to quickly bring some excitement to the range.

After months of lobbying the project was finally given the green light, but with that came some restrictions.

Firstly, instead of a bespoke and highly-tuned 260hp+ version of Saab's 2.0 liter turbo-four, the project would have to carry-over the 2.3 liter turbo that was being readied for the new 9-5, albeit with some ECU re-mapping to deliver slightly more-sporty throttle response.

On the production side, the limitation was that the SVO cars would have to be manufactured in-house, so as to ensure Saab's quality reputation being upheld. However more hurdles later became evident, bringing additional challenges for the team to overcome.

Although development was outsourced to TWR, there was still the need, and indeed an executive directive, for involvement by Saab's own engineering organization.

A certain amount of "not-invented-here" attitude existed in some quarters and internal politics provided numerous stumbling blocks.

There were many within Saab who could not align their thinking with SVO's direction. Some thought that the brand pillars of Safety and Environmental Responsibility should not be over-shadowed by Driving Pleasure, and thus raised objections to the idea of a car with a more overt dynamic performance profile.

But after much lobbying, we managed to turn-around this resistance and indeed the team owed much to Saab's head of engineering Magnus Jonsson, who even against contrary directions, provided us with the strong support we needed. So much so, that as the project developed momentum and the potential of the car became evident, an enthusiastic and very helpful nucleus of Saab technical specialists coalesced around the SVO team. These individuals not only provided much support to TWR's engineers, but also fed-back positively to Saab's engineering management with reassurance that Saab's core technical values would not be jeopardized by the project.

Saab 9-3 Viggen continues on page 10.

Design and Technical Specification

So as to avoid extensive crash test development, virtually no changes were allowed to the body structure. This limited the possibilities for any radical suspension and steering geometry changes, which were a bit of an Achilles' heel for the 9-3. However the braking system, springs and dampers, wheels and exhaust could all be unique to the SVO car.

Visually-unique bumper skins, side skirts and rear spoiler all were treated to Ian Callum's sensitive design treatment, as were some elements of the interior, including unique seats, door trims and instrument panel finishes.



Conceptually the design was to combine an undeniable strength-of-purpose and sporty-intent, without being overstated.

Three body styles were offered, along with three distinctive interior leather combinations, and exterior color range limited to black, silver, metallic red and of course the unique Lightning Blue signature color.

Technical Development

Another constraint that was conditional upon the project's approval was the mandate to maintain a high level of integration with Saab's R&D organization. TWR would be allowed to undertake the work but be

answerable at key stages to senior managers from Saab's Technical Development Centre (TDC).

The SVO team managed to identify some like-minded specialists in TDC with whom to work, and over time an effective and mutually respectful relationship developed between these Saab engineers and their counterparts in TWR.

To complement the technical design specifications drawn up by TWR in conjunction with the SVO team, an extensive development and validation testing program was mapped out.

Design and development work was undertaken at TWR's Oxfordshire facility in Leaffield, UK, complemented by complete vehicle performance and durability testing at a selection of dedicated proving grounds throughout Europe, Scandinavia and the US.

Winter-testing in northern Sweden; hot-climate-testing GM's proving ground in Arizona; high-speed testing at IDIADA in Spain; brake and vehicle performance testing at Papenburg in Germany; along with various specific tests and competitor vehicle comparisons being conducted at MIRA and Millbrook proving grounds in UK.

Thousands of miles of public road driving took in a huge variety of road conditions and further contributed to Saab's confidence that they had a very serious high-performance contender in the making.

Development of the Saab 9-3 Viggen, like many automotive projects, was not without its problems. Being based on a relatively dated GM platform, the front-end was never intended to cope with level of the torque delivered by the Saab 2.3 liter HOT (high output turbo) engine. Had the project been allowed to develop a higher-powered but lower-torque 2.0 liter engine, there would have been less stress placed upon the front suspension geometry and steering.

So the development team was challenged in containing so-called torque-steer to provide manageable and predictable behavior under heavy acceleration, whilst still doing the numbers in terms of exciting and exhilarating performance. One of the benchmark vehicles was BMW's M3, which of course being rear-wheel-drive could deliver expected acceleration performance without any corruption to steering behavior.

Experimentation with several types of limited-slip differentials demonstrated that wheel-spin

Saab 9-3 Viggen – A History Cont'd

could be well contained, but side-effects including unpredictable torque-steer and other characteristics were beyond acceptable levels. So the standard open differential was retained.

Fortunately, overall braking performance along with ride and handling were enhanced well above those of the standard 9-3, and so development in these areas was more or less straightforward.

Exhaust tuning and more overtly sporting and supportive front seats complemented the elevated levels of dynamic performance, to deliver an exciting "halo" to the standard 9-3 range.

That these performance credentials were accessible in all three body styles, thus providing a wide choice visually and practically, was an added bonus.

Production

Having been directed to produce the SVO cars in-house, discussions with Saab's manufacturing engineering team were extensive and lengthy. Sadly the conclusion was that the main production line could ill-afford any disruption of the kind that of a low-volume unique variant would cause.

Thus our team was presented with a dilemma: on the one hand outsourced parallel production was disallowed by senior management (based on perceived risks to quality), whilst main production-line manufacturing was deemed by the manufacturing organization as being unworkable.

It seemed that the concept of SVO had reached a dead-end.

However some lateral thinking came into play, resulting in a proposal that SVO vehicle production could be handled by Valmet, the independent specialist manufacturer located in Uusikaupunki, Finland, responsible for assembly of Saab's 9-3 Convertible.

The initial roadblock was that although all body panels (for 3-door, 5-door and Convertible) were pressed in the press shop at Saab's Trollhättan plant, Valmet possessed assembly jigs only for the Convertible's bodies.

So if SVO vehicles were to be produced by Valmet, bodies for 3-door and 5-door variants would have to be transported to Valmet's plant in Uusikaupunki. This would introduce the risk of body metal corrosion. So to overcome this problem, we came up with the idea

that we would transport unpainted vehicle bodies from Sweden to Finland in de-humidified containers. While this added cost, it ensured the same high levels of quality and durability of the vehicle structure as was maintained in the main vehicle production.

Valmet, as a company, proved to be an excellent manufacturing partner, their manufacturing engineering team always ready and willing to find solutions to any issues arising.

Their production system was extraordinarily flexible, in that they could produce Saab's 9-3 Convertible, the new 9-3 Viggen models (in all three body variants) as well as Porsche's Boxster – all on precisely the one and same assembly line. Cleverly, their assembly fixtures and line-side sequenced delivery of parts were all specifically-designed to enable such production flexibility.

Particularly in the last year of the development phase, a core team comprising members of the SVO team, TWR engineers and some key Saab TDC (Technical Development Center) engineers would fly to Finland for one or two days per week to monitor progress of pre-series production of the soon-to-be-launched 9-3 Viggen.

Branding and Marketing

BMW's "M" brand needs no explanation. It has clearly served as an exemplary "halo" for BMW.

It was this eminently successful marketing and product strategy which led us to think that Saab needed to adopt a similar approach, especially as Mercedes Benz was following a similar route with AMG, and likewise Audi with their Quattro branding.

But although Saab had much success in the field of rallying, due in no small part to the exploits of "Mr. Saab," Erik Carlsson, Saab's motorsport credentials were getting outdated and awareness was fading.

However Saab GB's advertising agency had proven that a strong linkage back to Saab's aviation roots could be very powerful and emotive analogy, so we explored a similar line of thinking.

Together with my contacts with Saab Automobile's creative agencies, we came up with the name Viggen for Saab's new performance halo sub-brand.

Saab 9-3 Viggen continues on page 12.

Saab 9-3 Viggen – A History Cont'd from page 11

The military fast-jet Saab 37 Viggen had rightly earned an awesome reputation, and as its more modern successor the Gripen had been beset by an unfortunate public near-disaster at the Stockholm Water Festival air display, we decided to adopt the name Viggen, even though the aircraft by that name was older than the Gripen.

Emotively this also carried some weight as translated to the English language, Viggen means thunderbolt.

One of the more important characteristics of the sky-going Viggen was its combination of high top speed, impressive maneuverability at all speeds and, its ability to take-off and land within extremely short distances. So in some respects, there were apparent similarities between the flying Viggen and its road-going namesake.

A brand symbol and graphic were developed, displaying the blue and yellow national colors of Sweden, and with just a nod to the warning symbol near fighter jet ejector seats.

So the theme for Saab's performance brand was set – with connotations of being lightning-fast, potent as a thunderbolt, and of course, Swedish, indelibly linked to Saab's aviation heritage.

Approval to use the Viggen name was sought from Saab AB, being the custodians of the Saab brand. Prior to meeting with their management I took the precaution of checking international trade-mark registrations and to my surprise found that 'Viggen' had not been trade-mark registered!

Very quickly I secured that registration on behalf of Saab Automobile AB, and had it "in my back pocket" in case of any objections by Saab AB. Fortunately after my careful presentation of the concept and the project's objectives, we were rewarded with Saab AB's blessing for the use of the Viggen name.

Product Purpose and Position

The car's most important function was to promote the Saab brand; as an attention-grabber that was intended to generate interest in the entire Saab 9-3 range.

It was positioned above the best-equipped 9-3 Turbo models, and although it had no direct competitors in the marketplace, in performance terms the Viggen rated similarly to the Volvo S70R and offered more comfort and every-day practicality than BMW's M3.

The prime target group were Saab enthusiasts – and today's 20th Anniversary commemoration stands as testimony to the 9-3 Viggen's accurate targeting.

Production was limited to around 2,500 per year, thus ensuring exclusivity in Saab's international markets which included North America, Europe and south-east Asia.

Being a niche product with a specific role to play within Saab's project portfolio, specific sales literature and training materials and programs were produced for sales and technical personnel throughout Saab's distribution network.

Launch

Although the international press launch event was planned to take place in Monaco during April/May 1999, the world premiere was actually ahead of that, in March at the New York auto show. Press reactions were very positive and this momentum was built upon by regional launch activities arranged by Saab Cars USA.



The international press launch event based at the Monte Carlo Beach Hotel in Monaco proceeded over three weeks, during which national groups of journalists flew in to Nice with helicopter transfers to Monaco. Each group partook in a day-and-a-half immersion with Saab's new halo model. Among atmospheric and glamorous surroundings journalists and guests were greeted by members of Saab's press team and senior management as well as many of the engineers and technical staff who had contributed to the 9-3 Viggen's development.

The launch event commenced with an evening presentation culminating in the "show car" arriving

Saab 9-3 Viggen – A History Cont'd

through a wall (actually a large paper screen cleverly disguised as a wall) to the bellowing soundtrack of a Viggen aircraft coming in to land - such realism causing some audience members to visibly duck from their seats. The aircraft theme was further enhanced by a genuine Swedish Air Force pilot stepping out of the car and making the introductions.

Fine dining completed the evening, ahead of the following day's driving program which took in the challenging roads and stunning scenery of the southern sections of the famous Route Napoleon.

Complementing the international launch event, national events in many markets were convened by Saab's local sales organizations.

Being responsible for the 9-3 Viggen from its formative concepts through to launch, I was privileged to attend national launch events in many countries in Europe and in Australia and Canada. So 1999 was a busy year.

Somehow I also managed to enjoy with my wife a wonderful three-week European summer vacation at the wheel of a 9-3 Viggen. This was part of what Saab termed "mileage accumulation," so the proviso was that we had to clock up in excess of 5,000 km within 3 weeks, and note any technical issues experienced along the way. Fortunately there were no issues to report. The car ran perfectly as we drove from Sweden, taking in Denmark, Holland, France, Germany, Austria, Switzerland and Italy as well as the UK.

The launch in Australia was quite special for me, as I had spent 30 years of my life there prior to working for Saab in Sweden. The event was "centered" right in Australia's "Red Center," commencing in Alice Springs and then enabling the journalists to experience some very rapid driving on the Northern Territory's roads, renowned at that time for having no speed limit.

Many made full use of this "facility," and then unwound around the campfire to exchange their stories of who saw the highest numbers on the speedo!



Peter's Bio:

Born in the UK and raised in Australia, Peter was educated at Melbourne Boys High School and Royal Melbourne Institute of Technology.

Porsche was the catalyst for an early career change from electronics design and manufacturing to automotive marketing.

After a decade with Porsche Australia, a move to Sweden was initiated by two ex-Porsche execs convincing Peter that an international marketing role with Saab Automobile AB would offer some more challenging and diverse opportunities.

With General Motors having acquired a 50% share of Saab's automotive arm, Peter's first task was to ensure a successful launch of the new Saab 900 – the first product developed by Saab based on a GM platform. A key achievement was convincing Saab enthusiasts that the Swedish company could stay true to its roots rather than simply re-badging an Opel.

Then he set about defining Saab's brand internationally and the role that marketing would play in evolving Saab as a premium Scandinavian/European brand within GM's diverse portfolio.



Adopting a Viggen

By Andrew Sanford

My entry into Saab life started more than a decade ago behind the wheel of my first-ever car, a 3-door 1996 Saab 900 SE Turbo. That friendly Saab taught me many valuable lessons, from automotive maintenance to staying mindful of understeer (learned only after plowing through a fence). However, my interest in Saab had started even earlier, as a young teenager, after seeing an article on the new 1999 Saab 9-3 Viggen in *Road and Track*. To me, the image of the Viggen, with its special blue paint, obsession with safety, and performance-focused engineering permanently burned into the back of my mind; what must it be like to own a Saab designed to compete with the Bavarian brutes?

During my break from Saabs for a few years, I would find myself casually typing "Saab Viggen" into Craigslist and Ebay every so often. Just keeping an eye on the Viggen situation; how many are still out there? Are there any Lightning Blue ones? What would Saab's big 2.3-liter Turbo with the special Viggen exhaust sound like? Then in summer 2018, a new job brought reduced dependence on commuting and I happened to find a 1999 Lightning Blue Viggen on The Saab Network (TSN). It was just a few hours away, with good paint, original wheels, and at a price even my lovely wife agreed with, but 200,000 miles! I had never owned a vehicle that had covered such mileage. Figuring that Saab's Swedish steel and immensely robust B-series engine architecture have covered many hundreds of thousands of miles, I placed my fears to the side and adopted the Viggen into our family.



However, 200,000 miles is still 200,000 miles; my list of items to work on quickly grew:

- i. Oil consumption was 1qt per 1,000 miles, base boost only, rough idle, CEL on
- ii. Driver-side seat was a mess (the others were all in good shape, luckily)
- iii. Viggen bumper-specific air shields long gone (maximum airflow to IC, Rad, A/C is necessary in Albuquerque!)
- iv. Many little plastic odds'n'ends missing, broken, faded, etc.

Thank goodness for Orio and the amazing Saab parts network! To-do list in hand, I set the goal to be taking my new Viggen to the Saab Owners Club 2019 Convention in Loveland, CO. What better way to celebrate 20 years of Viggen than to celebrate in my childhood Swedish (rather Finnish?) automotive hero.

What follows is a quick overview of what it took: for me, disassembly, cleaning, inspection, and reassembly are a favorite pastime, as is reading forums and searching out replacement parts. My initial vision for the Viggen was to own it for weekend drives; however, the vision was immediately revised. The feeling of driving any Saab is exciting - the Viggen especially so; therefore, I decided to use my Saab as my daily car. With that in mind, reliability would be key and additional emphasis was made to ensure the Viggen could be trusted even on the longest of trips. All work was done at home in my garage. One year and we've had 15,000 daily miles since the rebuild, zero mechanical issues, and countless smiles...and yes, we made it to SoC19 for the Viggen 20-year reunion portrait.



My new Viggen was just like the one in the *Road and Track* article I had kept since 1999; fancy seats, special exhaust tip, the ultimate GM900/9-3 body kit, rekindled nostalgia from my 1996 Saab 900, everything!

Adopting a Viggen Cont'd



All photographs provided by the author.

Initial Purchase: \$ 4,500

Engine: \$ 3,000

New BPV, BPC, DIC, MAF. Complete teardown and rebuild; timing/balance chain kit, main/rod bearings, piston rings, exhaust valves, seals. Water pump, intake and cooling rubber hoses, engine/transmission mounts. New power steering pump, new alternator, new serpentine pulleys. New fuel injectors, oxygen sensors.

Powertrain: \$ 80

Clutch pedal was at the floor. Bleeding of clutch hydraulics (free fix!). Conversion to Saab/GM MTF0063 oil.

Suspension and Brakes: \$ 25

Previous owner(s) had rebuilt suspension. New OEM Viggen brake pads and rotors as well. Brake flush. No work needed.

Exterior: \$ 400

New rear badges, front badge, windshield trim, SaabSport catalog exhaust w/welded Viggen tip. Fog light lens. New wrinkle-free grille. New Viggen-specific air shield/bumper undertray panels. New antenna. New fuel pump and fuel filter.

Interior: \$ 500

Rebuilt SID, many new dash bulbs, refurbishment of the steering wheel and shift knob leather using Kelly Contay's excellent how-to articles. Driver's seat repair: we purchased a used passenger seat skin, disassembled the required panels (including that pesky special blue leather that never seems to age well!), and re-sewed a crack/scuff free driver's seat.

Tires: \$ 700

Grand total: \$ 9,205



The Doctor is In

By Kelly R. Conaty, MD, MBA



Parcel Shelf Recovering



In the last issue of NINES I discussed how to repair a leather steering wheel cover that had become faded and rough. That repair was an easy DIY project as is this project. I have heard feedback from some readers that my articles have inspired them to try the repairs on their own cars, and I hope that this article continues to do that. This simple-to-do repair is often neglected, but, like the other repairs that I have written about, is very satisfying to complete. I also think that this particular project could serve as a "gateway project," leading some people to attempt recovering their sagging headliner, as the process is essentially the same. The rear parcel shelf is subjected to intense heat and UV degradation. The glue fails after some years, and the fabric becomes loose and unsightly. In this article, I will explain how to recover the parcel shelf and make it look new. Although this project was specific to my 2000 9-5 Aero, the principles are the same for any model. The hardest part will be removing the shelf, and although it is easy on this 9-5, your particular model may be more difficult.

torx bolts, removal of the headrests, and popping off the speaker covers. Care must be taken when popping off the speaker covers as the plastic may have become brittle over time. Just insert a long screwdriver or panel tool under the cover and pop the fasteners up. The next step is to slip the shoulder belt out of its guide. Once the parcel shelf is free, just lift up and pull forward. You need to be especially careful at this step because inevitably the plastic vent at the back of the shelf will break. There is just no way to avoid it because the piece is extremely brittle, and your best hope will be for it to come out in as few pieces as possible. Perhaps you will be lucky and it will come out intact. I had to super glue mine back together before reinstallation.



All photographs provided by the author.

The first step is removal of the parcel shelf. This process varies depending on the model, but in this 9-5 it was easy. It entails the removal of some

Once the tray is out of the car, now it is time to get down and dirty. Rip the cover off and you will find a sticky gooey mess. This is the failed glue that has to

The Doctor is In Cont'd



be cleaned off with a wire brush. It comes off easily though and you have to be sure that you don't leave little clumps of glue that will show through the new fabric as little bumps and imperfections.



Once you are satisfied that you have cleaned all the glue off the shelf, it is time to glue the new fabric down. I chose headliner material to match my headliner. This material resembles suede and has a foam backing. This material is available from any number of vendors online. For this project I used approximately one and a half linear yards. It usually comes in 60" widths. The glue I used I have used for many other projects, including headliners. It tacks up quickly, holds well and is heat resistant. I spread the fabric over the shelf to ensure that it was centered. Then I peeled the fabric back in half, sprayed the glue on both the shelf and on the underside of the fabric. After 30 seconds or so the glue is tacky, and you can



smooth the fabric back over the shelf moving from the middle towards the edges, being careful to make sure that it is flat without creases. The glue is pretty sticky and you usually get one good shot at laying it down flat.

Once one half is glued down smooth and flat, peel back the material from the other side and repeat the process. Be careful not to get glue on the front surface of the material as it is near impossible to clean off.

The only thing left to do after the material is glued is to trim around the edges and install in the reverse of how it came out. This will leave you with a new, professional-looking parcel shelf! Incidentally, the process is the same for a headliner. It is easiest to remove the headliner from hatchbacks and wagons. It is a bit more of a challenge to get the headliner out of a sedan, but patience will win out.

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 and SaabMagicMan on Youtube.



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

On the Column



By **Bob Miller**

Saab Survival

To us, the Saab Faithful, it was and is the greatest car ever made. Most folks, however, never heard of the brand. Certainly, it never became iconic the way VW did, which I find ironic, as the early Saab was superior to the Beetle in nearly every way. They were both small, round, odd-looking foreign cars that were not well-understood by the local mechanics, but the Beetle was enormously more popular. In the '60s, gas was cheap, and the American idea of a compact car was huge by European standards with six-cylinder engines more common than fours. Those seeking true small economy cars had few choices. The Japanese had not yet established themselves as a major force in the automotive arena, so it was just Europe and the U.S. for most new car buyers.

My mom was a lovely person, rarely having anything harsh to say about anyone. She used an expression that I found amusing, however, regarding those who did not do what they did very well. She would say, "She was a singer from hunger," meaning that the person sang to make a living, not from love of music, nor from having talent or skill. After World War II, Svenska Aeroplan Aktiebolaget realized that it was not going to survive just by manufacturing aircraft, as demand was greatly diminished. It had the engineering and manufacturing capacity, however, to design and manufacture an automobile, but by no means was Saab willing to make a car "from hunger"; it had to excel. It also did not want to compete directly with Volvo by making a similar car; the Saab automobile would have to be different enough to attract a separate demographic. As Volvos were (relatively) large and, from an engineering viewpoint, conservative, Saab would be smaller, more sporty, and innovative. And, who better to design an innovative car than a company that had never made a car of any kind? Volvo had rear-wheel drive; Saab would have the driving wheels up front. Volvos looked much like scaled-down American cars of the '40s; Saab looked like nothing else, with design more influenced by the wind tunnel than by previous automotive fashion.

The following is an excerpt from the first page of Saab Guide by Keith Ayling, copyrighted 1961:

"One of the most exciting small cars on the road today, the Saab was literally born in the air, being designed and developed by Sweden's leading manufacturers of aircraft, Svenska Aeroplan Aktiebolaget.

With all the aeronautical know-how that has been built into the car, you might almost describe the Saab as a wingless aircraft. For instance, it has a wind-tunnel-proven aerodynamic profile that contributes substantially to its speed, safety, and comfort."

Saab capitalized on the glamor of its aviation roots throughout its entire existence, often posing its cars next to the latest Swedish fighter plane. I have a poster showing a Saab JAS 39 Gripen as seen from above and behind. On one of its elevons is a bumper sticker proclaiming: "My other Saab is a car". Incidentally, the Gripen is powered by a Volvo RN-12 jet engine: sacrilege!

But aircraft heritage is not enough to keep the doors open; Saab had to make a marketable car that had something unique to offer, and, boy, was the Saab unique. Fans called them innovative and advanced; detractors called them quirky and just plain weird.

Everyone familiar with them noted that they started easily and warmed up quickly in the coldest weather, had a fabulously effective heater, provided the driver remembered to pull up the window shade to block airflow to the radiator. And arguably, the Saab handled snowy roads better than any other make. They had safety features like effective defrosters, built-in roll-over protection, crush zones, and three-point harnesses in an era when most cars had no seat belts. Safety, innovation and unique design remained the hallmarks of Saab throughout its entire history.

Being an aircraft manufacturer had disadvantages too. Perhaps the biggest was that, to this day, aircraft manufacturers do not make their own engines. In fact, they tend to design the aircraft around the engines available to them. Again,



On the Column Cont'd

going back to WW II and aviation, the Republic P-47 Thunderbolt, affectionately known as "the Jug" (for Juggernaut, because it was so huge) was designed around a new engine from Pratt & Whitney: the 2,000 HP, 18 cylinder Double Wasp radial engine. Saab did not design their car around an existing engine, but, as good engineers do, they looked around at what was available that would be suitable for a small economy car. They must have looked hard at the German DKW, which had a 3-cylinder 2-stroke engine mounted in-line, because, after the initial Model 92, that was the type and configuration chosen for the next decade. 2-stroke engines offered a big advantage for a manufacturer which had never made an engine: low parts count and economy of manufacture. It had other advantages too, such as small size, a favorable power-to-weight ratio, and ease of starting in cold climates due to its having no congealed crankcase oil. When it became apparent that emission controls



would become mandatory in the U.S., a big market, Saab, was not yet ready to design and manufacture its own 4-stroke engine. Looking around again, Saab found candidates from Lancia (Italy), Hillman (England), Renault (France), and Triumph (England), before deciding on a V-4 from

German Ford. Initially designed for a proposed American economy car, the Ford Cardinal, it found a home in the German Ford Taunus. Being engineer-driven, Saab could not just buy a Ford engine, however; it had to test it to destruction, re-engineering the V-4 until it became the engine we know and love: reliable as an anvil and just as heavy!

By the end of the '60s, Saab realized that there was a lot of competition in the subcompact market, especially from the emerging Japanese manufacturers. The 96 platform had evolved about as far as it was going to, and a new, larger design emerged as the 99. Borrowing little from its predecessor, the 99 had refreshing styling and much greater comfort. Saab was still not ready to design its own engine, and the V-4 was really too small for the

larger car, so Saab went to England, where Triumph had designed an in-line four that made good power and was canted over, allowing a lower hood line, even with the transaxle under the engine. The English have not been best known for quality-control in their cars, and the Triumph Dolomite engine was no exception. As with the V-4, the Triumph engine was re-engineered and enlarged by Saab over the years, and became as reliable as any engine, when properly maintained. The classic 900, especially the topless variety, came as close as any Saab to becoming iconic in the U.S. in the '80s, when driving a Saab became a fashion statement as well as a declaration of rugged individuality!

Saab continued its move uptown, understanding that niche cars are profitable when economy cars are not. The newer designs actually cost less to manufacture than the labor-intensive earlier designs, and could be sold for more. Saab never lost its sporting personality, and continued to excel in safety, ergonomics, and innovation. However, in the evolving world economy, designing an entirely new car became impractical for a small manufacturer, even for giant-killer Saab. The 9000 was a collaboration between Saab and Fiat-Lancia; the latter producing the Fiat Croma and Lancia Thema on the same platform. Although Saab needed Fiat's production skills, history repeated itself, Saab's engineers prevailed, and the 9000 emerged, per Dick Ohlsson (head of body engineering), with only 7 body parts common to all three cars. Saab also used its own suspension designs and engines, so the three cars differed substantially. Although the 9000 was an amazingly good design, it never sold in large numbers.

The automotive world continued to evolve, and soon government regulations required emissions, fuel economy, and safety standards which became global. Saab continued to innovate and evolve, always driven by its engineers, but features like turbos, fuel-injection, coil-on-plug ignition, and 4-valve per cylinder engines became commonplace, even on economy cars. Saab lost market share and was forced into becoming a subsidiary of General Motors, which was looking to purchase a European brand with panache and a racing heritage. Saab continued to design and produce excellent cars, but they were not selling in numbers profitable enough for GM, and Saab went the way of the Oldsmobile, Pontiac, and Saturn. Although I am sure that each marque has its fans, it is unlikely that they have followings as loyal as that of Saab.

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

Hengchi 1

In this article I hope to show you the path from the beginning of electric cars at Saab to Hengchi 1. I will try to show this with the prototypes and concepts and with descriptions the labels and the mislabeled cars of the past. Google these cars for a complete history of each one. There are interesting stories about each of the following cars plus others.



We will start with the 1974 Saab Electromotion T3 concept van (all-electric vehicle). These prototypes were built in Massachusetts and used many Saab parts. It was considered a Saab electric vehicle even though Saab engineers had very little, if anything, to do with the design. I'm not sure how many were built but there were very few. The company, Electromotion, had hoped to sell these vans to the U.S. government for mail delivery but it never happened. Look at all the Saab 99 parts that are in the picture. It used a Saab 93 transaxle in the front with Saab 99 bumpers and wheels. It had 14 batteries with a range of 30 miles at 40 mph on flat ground.

Saab sold parts to at least one other manufacturer of cars and the reason I say this is that when we attended the 2001 International Saab Owners Convention in Finland, we toured the Valmet Factory and Museum which manufactured Saab cars for many years. Peter Bäckstrom, Phil Lacefield, Linda and I were poking around in a back corner of what I remember as the basement of the museum and found a Talbot-branded car with Saab 99 bumpers and seats. We were all shocked to find this gem. None of us knew that Saab had ever shared auto body parts with other companies.



All photographs provided by the author.

The second one is a 1985 900 turbo EV-1 concept car. This car was not an electric vehicle at all. It was an experimental vehicle. It was designed by Bjorn Envall. The only thing electric about this car was that it had a solar panel in the roof to run a ventilation system when the car was parked in the sun. This car was in the movie, "Back to The Future 2." There was also an EV-2 (not an electric vehicle) that was the precursor of the New Gen 900 that was designed by Envall and Geoff Wardle in 1985.



The third unit that needs to be mentioned is the 1996 General Motors EV1 car. (This was an electric car). This car was built as a California compliance car and leased to maybe a thousand people in California. GM recalled all these cars near or at the end of the lease period and sent them to the crusher even though many of the lessors wanted to purchase them. If you want to know more about this car, check out the movie, "Who Killed the Electric Car?" I believe maybe the only GM EV-1 left in existence is at the GM Heritage Museum in Detroit. We looked at it when we attended the SOC in Detroit a few years ago.

The fourth is the Saab BioPower Hybrid Cabrio built in 2006. This concept car was the first-ever hybrid convertible and first fossil-free hybrid vehicle. It had a biopower engine and 2 electric motors, and



a 300-volt battery bank and is all-wheel drive. This car could run on either pure ethanol or electricity. It featured an electric-only zero mode for city driving and regenerative braking. The biopower engine was all-aluminum, turbocharged, 2-litre that is capable of running E 100 fuel and producing 260 bhp. The electric motors are a 38kw mounted at the rear axle and a 15kw integrated starter generator to drive the front wheels. I also believe this is the first plug-in hybrid Saab. There were efforts to hide this fact at the time it made the auto show circuit. This car was a real step up at that time in the auto industry. It showed that Saab had the capability to build a world-class biopowered hybrid car. When you think about Prius selling over a million hybrid cars you wonder what Saab could have done had they continued to perfect this biopower hybrid convertible.



The fifth is a 2008 Saab 9-X Biohybrid Concept Car. This unit has a 1.4 liter, turbocharged 4-cylinder engine which runs with E85 flex fuel giving it 200 hp. Connected to the engine by a belt was a GM BAS+Hybrid system (belted alternator starter mild hybrid start/ stop boost system as was used on a number of GM-produced cars) which could boost power up to 19 hp in this car. This car was capable of 36.7 mpg and had an interesting rear spoiler which was moveable and an underbody diffuser which

deployed from the bottom of the rear bumper. This was a unique car but did not really contribute to the electric development of the propulsion system.



Number six is the 2010 Saab 9-3 e-Power prototype. (Saab's first all-electric car). This car has a 184 hp electric motor driving the front wheels. It has a projected driving range between charges of 125 miles from a 35kw lithium-ion battery pack. Saab announced at this introduction that they had a fleet of 70 cars that they would be testing to monitor the performance of all the cars. "The 9-3 ePower program is our first step towards developing a potential production car that will deliver the sort of advanced performance our customers expect. We now look forward to working with our technical partners in developing such a product," said Anders Jonsson, Saab Automobile's CEO at that time. This was completed during Spyker ownership. It really set the stage for the NEVS 9-3 EV. Who would have thought that it would be almost 10 years before the 9-3 EV would actually be manufactured. Nissan introduced the Leaf EV in December 2010 and became the biggest seller of EVs in the world for many years.



Next at number seven is the Saab 9-3 Phoenix concept car. This car was designed in 2011 by Jason Castriota. It was scheduled to be shown at the 2012 Geneva Auto Show. Castriota and his team worked on the design of this car until Spyker filed for

Professional Perspective continues on page 32.

Through a Windscreen Darkly



By Linnea Krajewski

Trial By Nissan

It's a wonderful thing to have multiple Saabs in the driveway. Others in the neighborhood may have two Toyotas or a Ford and a Chevy parked in front of their houses, but having a collection of Saabs makes you unique.

However, when all of those Saabs come down with multiple mechanical maladies at the same time, it's not so wonderful. It means that you have to borrow, rent or walk. No fun there at all.

We found ourselves in just that situation recently. Fiona has some sort of wiring issue going into the starter...turn the key in the ignition and get...crickets. The problem has been there for a while...usually in hot, humid weather, it would take multiple turns of the key to awaken the engine and get some internal combustion going but now, no amount of key twisting seems to get the attention of the engine.



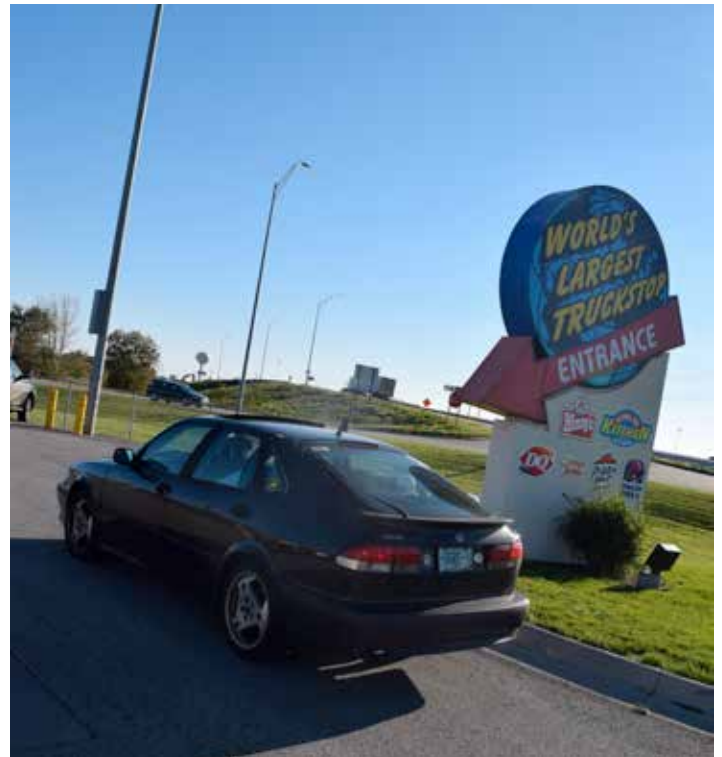
Fiona is above, Ruby at the top, Roxanne at right. All photographs by the author.

Ruby needs a gearbox rebuild; reverse synchro has given it up. You can get the gearbox out of reverse with no problem at all, but getting the gearbox to go into reverse takes a substantial amount of patience, a little luck and prayer. Lots of prayer.

And Roxanne, the iron horse of the driveway, has been sending signals that all is not well in the front end. Peter discovered some play in the right inner driveshaft about a year ago, and the ever-increasing

miles have accelerated the wear. As we exited the highway on our way home for the July Fourth holiday, the vicious shaking in the front end announced that the right inner drive had given it up completely. We made it home OK, but getting back South would require a tow, the story of which is a telling for another time.

As walking to work is not an option, we turned to our friendly local Enterprise car rental outlet for help. They had plenty of cars in stock and would gladly come pick me up and bring me to their office, where, for a fee, I could regain mobility of the four-wheeled sort.



Shortly after ringing the rental office, a black Chevy Impala pulled up in front of the house. The young fellow behind the wheel was quite affable as he drove me the short distance to the rental outlet, a veritable hive of activity with multiple cars coming in, going out and being washed.

Entering the office, I began the process of acquiring wheels with a young lady named Kristen. She was shaking a bin of keys to figure out what was available when the manager came over and suggested that I take the Chevy that had brought me to the office. I looked at Kristen and the manager in horror...surely, walking was looking better than driving an Impala. The manager seemed surprised that I would turn down such a luxurious barge. As he was extolling the virtues of the Chevy, I spied a Nissan Sentra entering the lot.

Through a Windscreen Darkly Cont'd

I suggested that the Nissan would be a lot more tolerable than the Chevy, especially where Roxie was expected to be gone for at least 10 days. One can take only so much alleged American luxury before one breaks out in a rash. Kristen ducked out back to see if the car was taken. Fortunately for me and my skin, it was available...just needed a bit of a scrub.

The Sentra came out of the laundry and I went out with Kristen to look the car over in preparation for taking it along. It was silver and it was missing the left front wheel cover. There were marks at each of the four doors, as if the doors had to be duct taped shut at some point. There were scuffs on the bumpers and a few random scratches on the body, but the thing ran, and really, all we needed was basic transport to get us from point A to point B while Roxie was being restored to health.

Hopping behind the wheel, I spied the shift lever for the autobox. Oh well, I reasoned, it's only for a short period of time. I dropped the lever into D and took off.

Nissan has this infatuation with the constantly variable transmission that is absolute...unless you walk into a Nissan outlet and buy one with a standard gearbox, a CVT is what you get. As we had no choice in the matter, we had to deal with the CVT.

Getting on the highway was interesting, to say the least. Stepping on the gas produced a lot of sound and fury, but precious little forward motion. I saw a button marked SPORT which, after pressing, lit up a lamp on the dash; putting the gearbox in SPORT mode made the box shift a little quicker, but didn't make the car any quieter and it didn't stop the gearbox from constantly hunting for a place to land...it seemed to always be looking for some mythical sweet spot, even driving at a steady speed on the highway. Once, on the way home from work on the highway, the gearbox just would not downshift; it seemed to be stuck, with the engine turning between 4000 and 5000 RPMs. I was getting worried about overspeeding the engine, which did not sound particularly happy in its work, when I saw another light on the dash. Throwing caution to the winds and leaning in to get a better look at the tiny lamp, I saw that it said "O/D OFF". Aha!! Now, where was the overdrive switch? After a little bit of hunting, I bumped a slight protuberance at the side of the gearshift lever. The engine instantly calmed down and the RPMs came back to a more sane 2500—3000.

And, of course, I had the same trouble that I always have with driving a car that does not require me to shift gears. I had to sit on my right hand to keep

it from trying to move the shift lever as the gearbox was doing its thing. It took some time for my left foot to get used to the brake pedal...the first few stops nearly put me through the windscreen.

We were on our way to work early one morning, exiting the highway at our usual interchange. For some reason, my right foot decided to do the braking, which caused my left foot to panic, thinking that a stall was imminent without it stepping on the clutch. So, BOTH feet hit the brake pedal at the same time, which caused the car to stop dead in the middle of the exit ramp. That would not have been a problem, except that there was an F450 behind us towing a construction trailer, the driver of same a little more than surprised and a bit irate to see the Sentra ahead of him pulling a panic stop for no apparent reason in the middle of an exit ramp. I apologized with my hands as best as possible and then beat a hasty retreat.

This particular Sentra was two years old and had over 38,000 miles on it when I picked it up; it was surely nearing the end of its life as a rental car. It also surely had a hard life. The air conditioning would occasionally blow warm air unless the unit was set on MAX A/C...and at that setting, you could have kept a side of beef, frozen, in the back seat. The right front speaker was blown and the left was going...I finally shut off the front speakers and had the stereo coming from the rear speakers only. When I got under the hood to see if I could find a sight glass for the air conditioning unit, the prop rod was missing and the headlights had numbers chalked on them with yellow paint...they were unmistakably replacements from a salvage yard. At some point in its unhappy life, the front end of the Sentra had to have come into contact with something a lot bigger and meaner than it.

After nearly two weeks, Matt rang to say that Roxanne had been returned to health. I made my way down to the shop to pick her up and leave that sad little Sentra behind. Getting into Roxie's comfortable driver's seat and heading for home, I began to smile and found that I couldn't stop. Worn-out axles, weeping oil cooler, seized right rear brake. I will gladly deal with all of them as long as I have my old friend Roxanne back under my backside. She may have many miles on her odometer, but nothing is as solid and as comforting as one's own Saab.

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

A Hutchings Visit



If you live in the northeast, you know James Hutchings and his Saab family. On a recent visit, we started our day learning about freewheeling on a very special Saab, a Swedish Market 1955 92. James Hutchings, owner and Veteran Saab Technician pictured.



Kyle Hudson at the helm of the 1955 92. To quote "what a terrifying yet fun car to drive!"



Inside the garage of where the Hutchings family stores their prized Saab collection. Lots of vintage advertisements, accessories, and manuals can be seen all across the shop.



When you own a bunch of vintage saabs, you tend to collect parts and accessories. You never know when you'll need something!



Evan Hutchings' is lucky to have one of these as his first car, a 1966 96 850 Monte Carlo! How many kids this day and age say their first car was vintage?



This is one of the very first Saabs to see public roads, the 1955 92. A true survivor in this day and age. This still has Swedish VDO Gauges!

Nix's Saab Shots Cont'd



Everyone in the family has their own Saab, including mom! Meg Hutchings' 9-3 Aero Sportcombi.



A glamour shot of James' '63 GT850. It was such a nice car to drive. Not many people can say they've driven a two stroke car!



More gems hide out in the Hutchings Garage. This Sonett II is patiently awaiting a restoration to see public roads once more.



Father and Son. It is always nice to see a younger generation be as enthusiastic about the Saab brand as the rest of us! James Hutchings (left) and Evan Hutchings (right) pictured with their two strokes.



The dash of the '63 GT850. You'd be hard pressed to find a flaw in this interior! Note the 4 speed column shifter.



A pair of bullnoses. James has a few more toys laying about that are works in progress. We hope to see the black Bullnose on the road soon!

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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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:

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

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Clubs



For the first time the Saab Club of Canada started our Winery Tour at a brewery! On a beautiful, sunny, Sunday morning 23 Saabs and 52 enthusiasts arrived at The Bench Brewery in Beamsville for a Tour & Tasting. The one-hour tour was very informative and interesting, covering everything from the history of the area and the building to the unique features the location provided to the Benches brewing process.

Our picnic lunch was held at our house with Saabs parked all over including the front lawn! This provided a great time to socialize have lunch and share some Saab stories.

Our next stop was a very relaxing visit to Alvento Winery, back to some wine tasting! Again a beautiful building and location provided an enjoyable opportunity to try some of their great wine!

The location of our last stop was at the Vineland Research & Innovation Campus to visit The Foreign Affair Winery where they are well known for appassimento winemaking.



To see all the pictures:
<https://s76.photobucket.com/user/Paul92Conv/slideshow/Winery%2520Tour%25202019?sort=2>

Thank you to all our Saab friends!

Enjoy your wine and beer!

Text by Paul and Alyson Stephenson. Photographs by Matthew Stephenson.

Clubs Contd

Colorado Aspen Viewing was in peak season before the snow fell. Our Rocky Mountain Saab Club participated in our annual fall drive. Spectacular views and a great day!! Started at Golden Gate Canyon west to C119 to Peak to Peak Highway to Nederlands

back to Black Hawk and Central City to Idaho Springs where we had lunch at Tommy Knockers Brewery.

Photographs and text by Jerry Danner.



NEVS

The last Saab ever sold for 465,000 SEK (Roughly \$49,000)

The Bilweb auction ended with many bids during the last few minutes.

This means, among other things, that the NEVS sustainability award together with the University of the West will be financed for the next five years.

"465,000 SEK was a good price for the car. It is unused and in new condition, of course. Congratulations go to the buyer on this historic reproduction," says Peter Sundfeldt at Bilweb Auctions.

"In addition, it feels really good to know that the money from this last petrol car from Stallbacka is now going to stimulate work towards a sustainable society with forward-thinking mobility solutions," comments Stefan Tilk, CEO of NEVS.

The buyer, Claus Spaangaard from Denmark, will now visit Trollhättan and NEVS to pick up the car



NEVS

November 15 at 10:04 AM · 🌐

👍 Like Page

Today NEVS welcomed Claus Spanggaard the winner of the auction for the last Saab. This money will be used for NEVS sustainability award with the University of West. Thank you Claus Spanggaard for being part of our contribution. #nevs #högskolanväst

and at the same time get an exclusive company presentation inside NEVS.

"I already have two Saab cars and I thought I should just buy this one too. It's the very last Saab, after all", Claus comments.



A Work in Progress

By Jerry Danner

I have owned this extremely clean and original 1972 96 for 31 years. It is a perfect specimen of a Colorado car where rust is nonexistent. The interior seats, carpet, dash, headliner are showroom condition, all original. Colorado does not use salt but uses a whole lot of rocks. I want to make this car perfect and to look original. The front was peppered with the rocks used in Colorado. I want to get rid of all the rock damage from Colorado roads. Here are pictures of the process I am doing.

I decided to remove all the body parts and paint them with no paint lines.

- The hood: I am stripping the leading edge, priming and blocking. I will be blending the leading edge of the hood to the existing paint to ensure the hood and cowl are perfect matches.

- Strip the right fender and repair damage. Paint complete.

- Remove the right door to repair slight damage on the leading edge of the hood. Paint on a stand.

- Grille: strip and paint complete.

- Fender L: strip, prime, and block.

- Blend the L door.

- I have new OEM Grilles, center grille, grille badge, hood chrome and new turn-signal assemblies, L&R.

To be continued.....



All photographs provided by the author.



Professional Perspective Cont'd from page 21

bankruptcy in 2011. This car was to be introduced as the 9-3 for 2013 and thought by the Spyker team to be the car that would save the company. This platform was new and designed for gasoline engines but could have been retooled to be an electric car as well. The failure to produce this car was huge!

was acquiring more ownership in NEVS. Evergrande expects to own 85-90% of NEVS by the end of November 2019. They also are now talking about 15 new EV car models to come and one of them is the Hengchi 1 (translation is Everlasting 1). This car is supposed to be introduced in the first half of 2020 and



Next, number eight is a NEVS Saab 9-3 EV prototype. This car was introduced by NEVS in 2014. In May 2014 NEVS had manufactured a group of prototype EVs. These cars would serve the next few years' testing and perfecting the NEVS production cars. By this time I believe all the GM-patented parts had been replaced in the 9-3s. NEVS continued to road test these cars and this design in all weather, terrain and adverse situations until it supposedly went into production.

NEVS had about five years' time to test and perfect their design for the 9-3 EV. NEVS also had shown pictures of future cars that they expected to produce. During this time they had bought and sold many companies associated with EV development and production. They built another factory in Tianjin, China, and announced a presale for the 9-3 EV in November 2018. Production of the 9-3 was to follow in 2019.

In January of 2019, Evergrande bought 51% of NEVS and went on a shopping spree purchasing many different companies in the EV field. Evergrande announced that NEVS 9-3 EV production would start in June in Tianjin. To my knowledge that has not happened. There are no production numbers anywhere to be found. They should have manufactured many thousands of cars by now. They have said that they would build 50k per year in Tianjin.

In November 2019, Evergrande announced that it

is in production in 2021. Evergrande also claims to have eight manufacturing plants either working or under construction now and expects to acquire two more. This is all from a company that has a \$53B maturing debt. Scary?!!

Evergrande has purchased a heritage that is rich in development and technology as you can see from the concepts and prototypes they have built (Saab/GM, Spyker, and NEVS). We can only hope that Evergrande can make this work! They have brought this car company to the cusp of a huge success in a projected 40-million-car-per-year environment. There is a lot more I would like to write about this but things are changing quickly. Who knows what is happening to the 9-3 EV production? This is China we are talking about. The automotive press is full of predictions about how many dealerships and manufacturers will fail in the near future as the Chinese auto market temporarily shrinks. Success is always a risk and failure is around each corner. Evergrande?

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



Save that Saab!

By Eric Turgeon

I answered an ad on SaabNET for a free Saab 900 from 1992 (my birth year!) all the way in Washington DC (11- hour drive for me from Michigan). I was looking for a winter-beater at the time so I figured why not, so I messaged the guy. He got back to me immediately and he told me would send some pictures. I expected a rusty beat up 3-door to tool around in until the convertible gave way from rust. Pictures I got were of a sad-looking convertible. Top was destroyed, looked like it had sat for a long time. Was told the transmission needed work, I've got a stack of them at home. I figured I'll just grab this as a parts car for my '91 SPG for different odds and ends, because I'm confident this is a basket case seeing how bad the top is. So I grabbed a trailer and cruised on over to DC.

Along the way I stopped outside of Pittsburgh to meet up with a couple other Saab people and swap parts (and fund the rest of my trip). I called up the gentleman to let him know I was only a few hours away and I'd be there soon. He told me he got the tires aired up and the car running! Said he threw a battery on it and it started right up (with the 5-year-old gas, no less). So I got there in the dark. (Pulling a trailer in the heart of DC isn't the easiest.)

There it is! Sitting on the side of the road. He started it up and pulled around the block for me to

park. I shook hands with him, and he was elated that someone is picking up his favorite car to carry on its legacy...nearly moved to tears. His wife came out and took photos, we shared stories and even his neighbors came out to say goodbye to the car. I drove it right up onto the trailer (the power seats worked, lights... everything!) and strapped her down. Andrew Hong, formerly of Detroit, now in Baltimore, insisted I come stay with him, so I went to visit and catch up (plus see his gorgeous Beryl Green 900 SPG). After about an hour trying to park I got some rest and woke up for the journey home.

All the way until Michigan everything was going perfectly until I heard a strange noise from the car/trailer. I noticed more of the top gave way so I figured that was flopping in the wind. As I watched the trailer bend the corner I noticed the brand-new wheel my cousin had put on was wiggling. Parked the truck, looked at the wheel. The lug holes were completely bored out and it only had one lug left!

Pulled the car off and parked the trailer waiting for a new wheel. I've been messing around with the car a bit and found it runs and drives great. Everything works...top goes up and down too. Not bad for a free car.... Raised it on a lift and found out it's completely rust free...How that happened in Washington DC is beyond me. I've seen a lot of rotten Maryland cars. I didn't want to keep it, but I'm in love. No longer a winter beater.



Photograph 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
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			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,

I never cease to be pleasantly surprised by the strength and power of the Saab community. Not only am I grateful each day for the friendships that I have made by attending SCNA conventions and other events across the country, but the bond experienced between Saab owners is also something that continues to show itself in unique and meaningful ways.



It recently became necessary for me to begin to sell a few of my beloved vehicles. Seven cars is a few too many to keep up considering the fact that I live in a city with high insurance rates and limited parking. Due to my extreme emotional attachment, I asked my good friend Charlie to help me advertise my 2009 9-3 Aero SportCombi. Charlie and I became friends because of our mutual love of cars, especially Saabs, and he has also helped others with vehicle sales, imports and other complicated transactions. With his help, we posted a detailed ad and received a response from a long-time club member who appreciated the high level of care and maintenance that had been lavished on the SportCombi. In talking to the prospective buyer, we realized that he had a somewhat faded but elegant 1994 Commemorative convertible that had given him over 200K miles of topless enjoyment around the picturesque seaside community of Jamestown, RI. While the Commemorative runs well, the exterior and interior are in need of some restoration work in order to save and preserve this unique and classic Saab. It was time for him to move out of the convertible and into something more modern, but of course he still wanted a well-running Saab. As you may be able to predict, I ended up driving my SportCombi down, coming to a price agreement for a "trade," and returning to Boston in the convertible! I guess my goal of lowering my overall Saab count was not achieved in this transaction, but another

Saab friendship was made, and two more Saabs will remain in good hands thanks to our network of owners, mechanics and parts suppliers who work to make owning Saabs possible.



Photograph by the author.

The Saab Club of North America, Inc.

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Shelly Baxter

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Planning for SOC 2020 is in full swing, and the board recently decided on our theme to be "State of Independence, 70 Years and Counting." We are also excited to announce a return to the Desmond Hotel in Albany, NY. Make sure to reserve your room now by visiting us on the web at saabclub.com, and keep checking back for more information about SOC 2020, including special events, VIP packages and more.

Just as some of us are putting away our beloved cars to keep them away from salt and other road chemicals, there are others who are putting on winter tires and looking forward to a snowy forecast so that they can get out and drive their Saabs in their natural element. Either way, here's to a mild winter, with just the right amount of snow to make the driving fun!

Respectfully,

Sanford Bogage

President, SCNA



Museum News

Work on the Saab Heritage Car Museum USA in Sturgis, SD continues apace. If you want to volunteer, contact Tom Donney. If you want to donate, feel free to make a charitable donation at <https://www.saabmuseumusa.com>.

Tom Donney reports: Contractors have been expected to pour the asphalt and continue the work on the new visitor's entry location.

The welcome center is now taking shape and the asphalt around it will now keep us from bringing in buckets of mud.

Coming in the main gate (top) you've got the old asphalt which is lighter in color than the fresh asphalt.

Once the welcome center is completed we will also have one room dedicated for resources. Books, DVDs, manuals, literature – that sort of thing.

We're getting an awning put on over the welcome center. Glass went missing and the doors were originally the wrong ones. We're getting there. Slow but sure.

The floor of the welcome center is Black Hills red clay. It's pretty nice. We're going to have nice views of the hills. The outside entry to the welcome center has a concrete pad that's heated, so that we won't have to shovel that all the time.



Photographs provided by Tom Donney.

The paved black driveway now runs completely around the building to connect all overhead doors with either cement or asphalt. Previously, when your track mud into the building and then the wind blows the dust around in the cars get dirty and everything becomes depressing.

We are a 501(c)(3) public charity, which allows us to accept IRA Required Minimum Distributions (RMDs) or Qualified Charitable Distributions (QCDs). We've had cars donated to us. We really appreciate stuff like that.

RedAero Saab Parts

By Roger S. Harris

Sean T. Pollitt's father brought his first Saab, a yellow 1973 99EMS, from Patrick Motors in central Massachusetts decades ago. His dad commuted to work for Digital Equipment Corporation in those days and drove the car in the famous 1978 Blizzard. Sean later obtained that car and then moved up to a 1980 900 EMS and eventually two 1986 900 SPG models. More recently he has had and saved a 1993 900 Convertible, three 9000s ('92 Aero, '97 black Aero and '97 black CSE) and currently drives an '05 9-5 red Aero wagon.

on the sale of used and new parts. The business has seen increases in sales most every year since it was formed.

Sean has his collection of removed used parts stored in two locations in north central Massachusetts and a collection of about twenty-two parts cars in a separate junkyard. The parts cars are generally terminally ill with lots of rust or well over 200,000 miles. He offers a significant number of New Old Stock (NOS) parts which were purchased from a number of sources including the former Stetson Saab dealership in Warren, Maine.



Sean Pollitt is shown above standing next to new and used parts in his warehouse. Photographs by Roger S. Harris.

He sells through his website, www.redaero.net, which lists many of the individual parts by car model number. More than half of the sales are through his Ebay site, 1redaero, with additional sales through Craigslist ads. He sends parts out across the country and has shipped to Australia, Japan and Sweden. His parts are primarily for 1980s and newer Saabs including the classic and NG 900s, 9000s, 9-3s and 9-5s. He has some 9-2x, 9-4x and 9-7x parts also.

Sean's enthusiasm and experiences with the cars was the background that led him to form RedAero Saab Parts in 2011 as a full time business after his departure from the corporate world. RedAero is a one-man operation which focuses

Sean can be reached by phone, Monday through Friday at 978-314-9449 or by email at redaero@hotmail.com.



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: 97,645 - Price: \$8,500.
2.8L 6-cylinder 16/22 MPG, 330HP, AWD, adaptive headlights, front and rear fog lights, custom rear diffuser, front splitters, custom double rear spoiler, new tires and rims, 4 onboard cameras (front, backup and 2 recording), replaced all speakers with infinity speakers w/two 8" subwoofers for superior sound, slotted performance brakes, and added, PPC tuned for performance, MAPTUN adjustable suspension, Apple car play, phone mirror, and so much more upgrades. The car has been well taken care (always serviced, garaged kept, kept clean inside out). The XWD was serviced in June 2019 so good for another 60K miles. I am also adding in 2012 Saab blue led headlights. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-3.html#19101695371mgrif>
Contact: Marcus Griffin, Sumter, SC.
Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=19101695371mgrif>
Phone: 803-607-9306.

2008 9-5 Aero.

Color: Black - Trans: Automatic - Mileage: 12,217 - Price: Best Offer.
Low mileage and in good condition. Recent work including four new tires and new battery. Overall in excellent condition. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-5.html#19120443571tbrow>
Contact: Thelma Brown, Reston, VA.
Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=19120443571tbrow>
Phone: 202-957-5901.

1999 9-3 Vigen.

Color: Blue - Trans: Manual - Mileage: 132,000 - Price: \$18,000.
One owner-driver since 1999; all original, Mobile-1 Maintained by Vigen-PerformanceVeroBch. Take a test drive on 95! Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-3.html#19110352471rdonn>
Contact: Richard Donnelly, Hutchinson Island, FL.
Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=19110352471rdonn>
Phone: 772-979-4141.

1999 9-3 SE Turbo Convertible.

Color: Monte Carlo Yellow - Trans: Manual - Mileage: 142,276 - Price: \$6,900.
This concours condition 1999 9-3 SE Turbo convertible can be yours. Inherited from my ex-wife's estate in perfect condition has always been garaged and must be seen to be believed. Body, paint, lenses, trim, top, interior and upholstery show no wear or damage. No rust or corrosion. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-3convertibles.html#19071244961mland>
Contact: Michael Land, San Francisco, CA.
Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=19071244961mland>
Phone: 415 648 8819.

1994 9000 CSE.

Color: Citrine Silver - Trans: Automatic - Mileage: 58,700 - Price: \$10,900 OBO.
Pristine 1994 Saab 9000 CSE, all original miles. Rust free car. Resided in California, Texas, Georgia, brought it to Illinois this summer. Clean CarFax. Car finish is spotless as well as the interior. Car has been well care for. Needs nothing. More pictures can be requested. More photos available in classified gallery: <https://www.saabnet.com/tsn/members/gallery.html?memberID=6602> > Click Here < / a > . Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9000.html#19113081571shojn>
Contact: Steven Hojnacki, Northbrook, IL.
Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=19113081571shojn>
Phone: 847-636-4496.



Not the car for sale above, but you get the idea.

Parts and Miscellaneous

**C900 Parts: Sound System/
Steering Column Cage Shaft/
Shop Manuals.**

Several Classic 900 Parts for Sale, to include 2x separate complete sound system set: Radio - CD Player Graphic EQ - Amp - Cables and Brackets, 6-disc CD Changer, Steering Column Cage Shaft Assembly, Saab Dealership / Shop Manuals etc. Part Numbers: 0247510 4083036 0247528 4083044 4083051 4085270 4083069 4113817 0249870 etc. See eBay auction link for more info: Click Here. Contact: Elano Sales, Flagstaff, AZ. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=191008elano> Phone: 928-221-6099.

DVDs for Sale!

1) This how-to "Saab Brakes" video was created during a New Jersey Saab Owner's meeting at the Saab Technical Training

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

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

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

4) The history of the car that came before the Saab Sonett, recorded at the 2000 Saab Owners' Convention. This 45-minute video had been unavailable due to the massive amount of background bass hum that was present in the audio. My Mac seems to have removed most of it, so

now the audio commentary is intelligible. Hosted by Dave Hosmer, the video also features Ralph Millet (Saab's first president in the U.S.) and Bud Clark. Just \$30.00!

Send check or money order, made out to "SB Productions LLC" to: Seth D. Bengelsdorf 1729 Lynnville Trail Austin, TX 78727

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.



New/Renewals to SCNA!

In just one easy step! Makes a great gift! Saab ownership is not a prerequisite!

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

- US 1-year \$40 + \$2* International 1-year \$45 + \$2*
- US 2-years \$75 + \$4* International 2-year \$85 + \$4*
- * Processing fee, for online payments and mailed checks

We encourage you to sign up and pay online at Saabclub.com, but we will still accept checks payable to:

Saab Club of North America, Inc.
PO Box 11418
Saint Paul, MN 55111-0418 USA

If you already subscribe to NINES ONLY and want to continue your subscription only, please send a check for \$30 for one year or \$58 for two years (USA only, checks made out to "SB Productions LLC") to the address below. New members and renewal SCNA members cannot sign up for a new subscription to NINES without membership in the SCNA.

Ordering Back Issues from #240 and up

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 per issue for Europe, US \$2.00 per issue for the Far East. See our Web site at 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 78727-3429 USA





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