

Nines

The Saab Club of North America Magazine



APRIL-JUNE 2020 #360

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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 how the coronavirus might change things.

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

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

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Editor's Notes:

The cover photograph is by Donald Northam, who wrote the accompanying story, which can be found on page 36. Viggens do seem to age gracefully.

Which brings us to another subject, how do you keep your Saab on the road? Every day seems to bring a story of a Saab giving its life for its occupants, or rusting out and either



being scavenged or thrown away. On page 8, Dr. Maksim Vasilevsky gives us his take on what can be done with an aging fleet. What is your solution? Send it in to NINES and help educate your fellow Saab owner.

And on a purely aesthetic note, Saab wheels through the ages is brought to you through the kind offices of Marc McCourt at Hemmings. It's always good to have friends in high places!

Spring is here! Make sure you get out and safely enjoy it in the Saab of your choice!

Letters

Hello Sean!

Dear Sean,

I wanted to let you know that I'm pleased to have received the "5 speed" badge that you carefully packaged and shipped up to Vermont. This was an item I've been casually looking for, for some time; it even represents a style of 5-speed badge I wasn't aware of before spotting your eBay listing.

Any chance you might recall which year and model 900 it came from? After a bit of quick looking, I'm guessing it could have come from a 1980 Turbo? (<https://ranwhenparked.net/2015/09/22/one-that-got-away-how-i-nearly-bought-a-saab-900-turbo-built-in-january-of-1980/>)

I hadn't encountered your Red Aero Saab Parts business before reading Roger's fine article in the latest issue of NINES, so I'm glad to know that you're a good local (New England) resource for hard-to-find NOS and used parts to keep my daily-driven 87,000-mile 1999 9-3 Coupe looking and performing well. I'll certainly keep your card on file. Thank you for the service you're performing for dedicated Saab owners.

Kind regards,
Mark McCourt
Bennington, VT

ADDING, : Cheers and kudos for all you do, Seth!

Sean replied:

I had one issue with it though, my website was misspelled somehow as redareo instead of the correct redaero. Thankfully my email was correct.

The Editor regrets the error.



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

You are Welcome!

Thank you for continuing to process such a great publication. All the best for the new year.

John Libbos
Fort Mill, SC

It's not exactly a letter to the editor, but to the left is Daniel Cahill representing at the recent RADwood Austin 2020 car show in Austin, TX. Photograph by David Botbol.

Looking for the Picture!

Just a little story. This summer I bought a small sailboat. My wife said how did that happen, you were supposed to sell Cinderella to make room in the garage before buying a boat. Anyway both 86 converts are in the garage, the boat is out back with lights on for the holidays. I named the boat "Not Another Saab!" When I get the name on the boat next year I'll send a picture.

Chuck Lage
Landenberg, PA



Here's something you don't see every day! A Sonett III featured in a really nicely done music video - LPX - "Give Up The Ghost."
Visible at <https://www.youtube.com/watch?v=I8I8HHtHu8k>

Doing Good.

Just wanted to let you know that \$276.45 was donated to Poverty2Prosperity.org thanks to NINES ad submissions via the The Saab Network site.

Thanks,

Scott Paterson, Founder
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New Perks for SCNA Members!

Dear members of The Saab Club of North America (SCNA):

We are a tight group of Saab fanatics in Sweden making a magazine strictly about Saab cars. You can find it here: <https://saabcarsmagazine.com/>. The magazine is produced in close collaboration with the Swedish Saab Car museum in Trollhättan. We made a limited-edition print run in English which was a big hit, and we have now produced a second edition.

If you haven't already, please take a look at the magazine with this unique link: <https://issuu.com/store/code/4QY7QR3E> – we hope you like it! The magazine is normally € 9 digital, but this link will give you free access in order to experience the quality of the magazine for free!

We share the same passion for classic Saabs and therefore we reached out to the Saab community offering SCNA members an exclusive discount when order the magazine in print. The printed magazine is currently € 19 + shipping. This discount (see below) is unique to your club and only available for a short period. Hopefully your members will appreciate Saab Cars Magazine – we need your help and support to keep the magazine alive.

Magnus Wassén, OK-Förlaget AB
Stockholm, Sweden

SCNA has now set up a special offer with a 25% discount for all members of the SCNA. Use the link <http://bit.ly/SCMClub> to place the order and then use the discount code SCNA2020. Place order on the website as normal, and use the discount code during checkout. Instead of € 19 it will be € 14,25 after you apply the discount code, which will work until end of May. Make sure your email address is up to date with the SCNA to take advantage of just this kind of offer!



From the Archives

By Bruce Harbison

This month's historical perspective comes from an article written by Tuukka Sariola originally published in NINES # 277 for September/October 2005. Please keep in mind that this was written three years before the serious financial recession of 2008-2009 which seriously affected the auto industry as well as most other businesses. The thoughts put down by the author are full of highs and lows and in my opinion well-written for its time and highlights some interesting history. Seth Bengelsdorf was the Editor and Publisher at the time.

Quo Vidas Saab?

Note: This translation by C-E Nikander, the international liaison of the Finnish Saab Club, is from an article which was published in Saabisti, January, 2005.)

All news concerning Saab gets attention and is by definition, prime news. The usual way things are now told is GM = bad and Saab = good.

During the last decades GM was nice daddy, a company who was handing out pocket money to the less fortunate GM related brands with, among others, Saab, dithering in their own corner. Those days are now gone, results or else!

Saab had good ideas: a city jeep, 9-X model and the next revolution in engines, the SVC. Well, they never materialized because GM terminated each of them. The new platform planned jointly with Alfa-Romeo was also flushed. Short term savings, I'm sure, finished a lot of other good ideas, too.

Wallenberg is said to have warned that Saab would not survive the Swedish social benefit burden. As there was abundant capacity, Trollhättan decided to give Fridays off to their employees - with full pay. The ultimate nail in the coffin was the fact that one of the most important markets for Saab was the US and consequently the devaluation of the US dollar as compared to the local currency made it impossible to make a positive return.

But there are problems in the big house too; GM got surprises in its own backyard. Foreign brands invade GM's home market and GM's retirement and health benefit commitments are strangling them. The



Italian diesel venture was about to get awfully costly and ransom money had to be paid to get out of the planned deal. GM is still aiming at volume models instead of profitable ones. GM is a very important employer and will be kept going with the National Guard as the last resort-should it be needed.

From the moment GM announced it would widen Saab's model coverage, there has been no end to market buzz. Saab and Subaru are jointly about to make together 3 or more new models. A premium class SUV, 4-wheel drive will be riveted to the 9-3 next year and a 9-3 crossover is in the offing. The Sonett will be reborn because it would fit the GM hullabaloo concept: small production, lots of noise. No decisions regarding a new 9-5 so far. Even if it presently is far too close to the 9-3. Facelifts, for sure, are due next autumn. The Saab 9-2X was an idea developed by Saab. The idea was to bring an urgently needed new car on the market at reasonable cost. The price/offering was not a bad deal considering the huge rebates offered in the US. However, the "Saabaru" was commercially speaking, a flop.

The 9-7X is now entering the market. An almost 30-months job by Saab engineers should give better



results than the unlucky 9-2X. However, market researchers report that 30% of those who dropped Saab in favor of another make bought an SUV, but 39% of Saab owners have an SUV in their garage already. So, there seems to be a real need for a Saab SUV-whatever we think of the real need for its off-road capabilities. GM management have as a desk study tried to find a definition to the aforementioned question. Brand manager of the 9-3, Christopher McKinnon, mentioned in a Wards Car interview three criteria on which a Saab should be built: distinctive design, nice to drive and a feeling for practical solutions.

Good so far, but then he added what Saab tried to be during its old management: safe, sensible driving controls, high performing and versatility. McKinnon continued to add, to the surprise of everybody, that "Saab had failed to achieve these goals"! He must have meant economically speaking. And here we bump into another GM-fixed idea: one car cannot be all things at the same time. Let's see how much money in market research must be burned before they understand the deeper meaning of Saab. One thing is for sure; GM cannot discontinue Saab since it happens to be their only truly worldwide brand. Saab

customers are better educated and financially better-off. GM would lose this category of customer should they discontinue the Saab brand.

GM seems to rely on the rise of Cadillac, the pending BLS model is a proof of it. It is good news for Trollhättan (manufactured alongside the 9-3 and 9-5 -Ed.) but also a warning that GM is talking business; never mind what is under the bonnet, the only thing that matters is what the driver sees and what he experiences and how he interrelates with the car. Maybe buyers of the BLS will get the best Cadillac ever produced. The Epsilon 2 cars will be concentrated in Europe through Germany, simply a saving measure.

The production site is not as important as where the components originate. Component suppliers will be local to a big extent; more important is that the components which are hidden from the customer's eyes will be shared components, so according to this thinking who will set the standard? An Opel Vectra would be far too costly to produce with Saab parts! GM tries to play globally. Resources are pooled together, be it to produce a new platform or engine. If the best knowledge and abilities are joined to meet high individual requirements, then there is nothing to worry about. Customers however have problems identifying themselves with 'faceless' products. It is impossible to say how or where the new gasoline V6 was designed.



So far things are still swell for the 9-5 and 9-3. The new Sport Combi is a genuine Saab including such qualities as superior stiffness, excellent wind tunnel results and laser-welded specialty steel. This is now, but in the future will it still be the best car for your money in 2010 or just a good car?



Saving that Old Rusty Saab



By Dr. Maksim Vasilevsky

My family have been Saab fans for over 30 years. My first car was a 1989 9000 and during the last 20 years I have personally owned three 900s, sixteen 99s and a dozen or so new generation 9-5s and 9-3s. My recent visit to my Saab mechanic sparked a topic that needs to be discussed with the Saab community: “Should people buy a rusty Saab and electrify it?” According to research from this past year, (2019) classic Saab ownership has decreased and more and more Saabs find their way to the junkyard.

First let’s talk about what rust really is. Rust is actually a combination of iron and oxygen. Also known as iron oxide, it comes from a chemical reaction that takes place when an iron-based product (like steel) is unprotected from water and air. What happens first is that the water and carbon dioxide from the air mix together to create a weak acid, which in turn starts to dissolve the iron. At the same time, some of the water is being broken down into its separate elements, hydrogen and oxygen. As

those self-governing oxygen atoms meet and bond with iron atoms, the result is iron oxide. Road salt and other products for melting ice can speed up this chemical reaction.

Most concerning to Saab owners in the pre-owned marketplace is that, over time, those rust-resistant coatings can be compromised. A stray piece of gravel or a minor fender bender is all it takes to chip a Saab’s paint, and any iron in the body panels will start to rust as soon as air and water reach the metal beneath it. That means rust spots can be fairly common on pre-owned Saab’s, particularly if they’ve been driven in a northern state that uses chemicals and salt for de-icing winter roads. These spots aren’t necessarily deal-breakers, since they’re relatively easy to address and inexpensive to repair. The rust is simply sanded off, while the freshly exposed metal gets a new paint job and clear-coat finish to once again seal out the elements. If the rusting process goes on too long, though, it can eat right through the metal, causing holes or allowing body panels to literally fall to pieces; this is true for any pre-1996 Saab.

Saving that Old Rusty Saab Cont'd

More serious problems can occur when rust gets beneath the Saab's surface and within its underlying components. Rust-free body panels can provide a significant boost to a Saab's structural integrity, but the parts doing the heavy lifting lie under the skin. Unfortunately, this area of a vehicle is prone to damage from rust-causing chemicals and water, which can accumulate there when you drive down wet or icy roads.

Despite iron's impressive strength, iron oxide is exceedingly brittle. Think about how easy it is to crumble a flake of rust between your fingers, and then imagine that same brittle metal trying to protect you and your loved ones during a crash. Of course, Saab thought about this issue as well, so most Saab are engineered with extensive anti-rusting measures. These include everything from clear-coat finishes that protect both paint jobs and body panels to galvanized coatings that shield a vehicle's steel body structure and most of the screws.

If you ask any Saab 900/9000 owners, they will tell you that at some point in their ownership they have seen rust somewhere on the body, fenders, undercarriage, trunk and just about any other part of the steel-based body that has been exposed to air and water. This is a problem with Saab ownership that has led people to sell or even junk their beloved Saabs. New generations of Saab fans (like my brother in law) opt to buy a modern General Motors Saab since majority of body components are made from plastic.

Is it worth the fight? According to Kelly Blue Book as of January 11, 2020 the price of a 1993 Saab 900 Turbo Hatchback 2D with average miles of 142,654 is between \$1,434-\$2,591 and 1996 Saab 9000 CSE Hatchback with average miles of 142,654 is between \$1,750-\$2,863. NADA values the 900s from \$6,625-\$12,400 and private sales can range from \$500.00 to \$20,000.00 plus depending on condition and model. Saab 9000s are currently half the value of the 900s, but both models are growing in value and collectivity.

So, the value is there, the collectability is there, so what's next? In New York lawmakers have agreed to pass the Climate Leadership and Community Protection Act (CCPA), an ambitious bill that aims to reduce greenhouse gas emissions 85% by 2050, with the rest of the state's emissions offset by other projects for "net zero emissions in all sectors of the economy."

Along the way to reaching its eventual goals, the state will be required to get 70% of its electricity from renewable sources by 2030, with a move to carbon-free power by 2040. In this last regard, it will join other states with carbon-free goals, including California, Colorado, New Mexico, Washington, and Nevada.

What does that mean for classic gas-driven Saabs? Embracing the future doesn't have to mean giving up on the past. One of the great things about cars is that they can be modified to become more modern while maintaining a classic look. An increasingly-popular modification for classic cars is swapping out the old internal-combustion engine for a modern electric power train. With classic looks and zero emissions, it provides the best of both worlds.

Most new electric cars range in the \$45,000 to \$100,000 plus range and if you buy a vintage conversion like a Ford Mustang or Porsche it can set you back as much as \$380,000 according to Digital Trends. The good news is you don't need a fancy shop and tons of money to make your own electric Saab 900/9000. Most electric kits run from \$5,000 to \$12,000 depending on the brand and driving range. An average \$5,000 kit will get you anywhere from 80-120 miles, before charging. And there is enough room in the 900/9000's engine bay to fit any kit and a few batteries. Even the new Generation 900 is easily converted.

Most classic Saab owners don't use their cars as daily driver, due to fear of rusting and lack of available parts. Rust can be scary but if you're stripping your whole car for a conversion, you can easily fix an underlying rust issue and be able to enjoy your classic Saab, and hopefully share your ideas and progress with *NINES*.



On the left is a photograph of a cedar wall art design of a Saab 900 done for us by famous designer "Anna V" who also happens to be a Saab fan and owned a few Saabs back in her day.

Saab Trikes

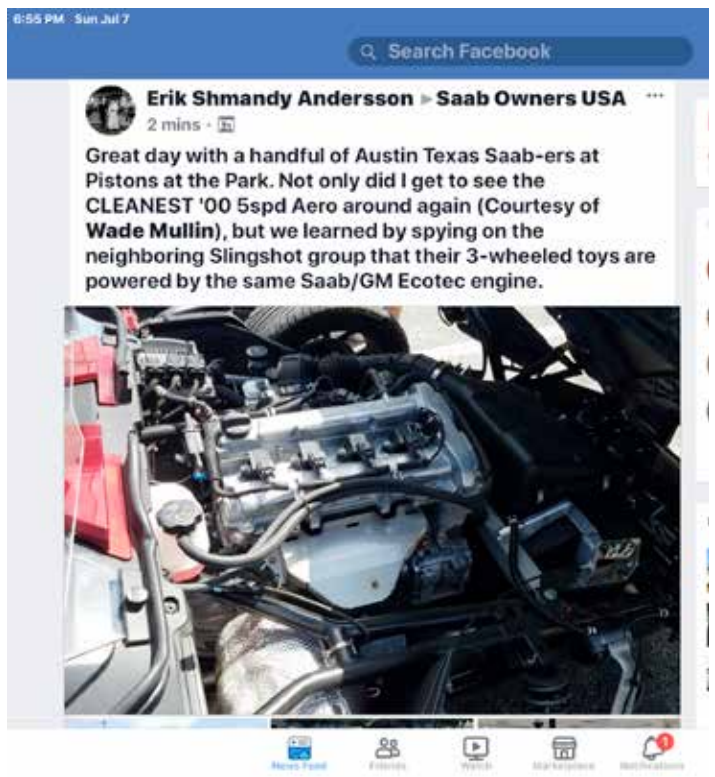
Sort of a Saab Honda confab we spotted on the Internet. You can find everything on the Internet!

Below, "Saab trike 1983 custom made raged and titled has a 2.0 4 cylinder turbo runs great ."

It is titled under the frame of the motorcycle, Honda shadow.



Above, something completely different. Explanation below. Photographs by Seth D. Bengelsdorf



Zantech Automotive

By Roger S. Harris

Alex Fleming met me last summer at his remote lot of about a dozen Saabs tucked away in north shore town of Gloucester, Massachusetts. Alex's one man business is called Zantech Automotive and focuses on the restoration and specialty parts supply for 1987 and up classic 900 and 9000 models.

When in his youth years ago, the Fleming family purchased a two-stroke Saab. As a student at Boston University, Alex brought his first Saab, a 900GLE. That lead him to have the car serviced at Mecca Motors located near Boston, MA. Soon Alex purchased a parts car and started to do repairs himself. Back in the 1990s, Alex ran a Saab repair shop called "900 Motors" with up to four employees working for him. After that he went back to BU to finish his college education and worked in the high tech computer industry while continuing to drive Saabs. Later, he slowly re-entered the Saab business, focusing on restorations and Zantech took off as his full time job by 2013.

Most of the full service restoration work is done at his one bay garage. Typically, he has five restoration projects underway at one time. He generally does not do regular repairs since he is focused on long term projects. He feels that the resale values of Saab 900 and 9000 cars have past hitting bottom and are generally going up.

There are more classic 900s selling for above \$5,000 than before and \$25,000 seems to be the top end.

The parts he sells include special accessories such as the classic 900 rear window louvers for the hatchback models and a key-less entry system. Battery heat shields, brand new seat belts and leather upholstery are also offered.

Potential future restoration projects are shown below.



Above, Alex Fleming pauses with the cars and parts. Photographs by the author.

Alex can be reached by phone, Monday through Friday at 978-852-2083 or by email at zantechauto@gmail.com

Saab Wheels

SCNA member Greg Andresen sent us this, and member Mark McCourt gave his kind permission to reprint this from Hemmings.



Triple Threat

Three-spoke alloy wheels were Saab's high-performance trademark for more than 20 years

BY MARK J. MCCOURT

PHOTOGRAPHY BY THE AUTHOR, AND COURTESY OF SAAB AUTOMOBILE AB MEDIA ARCHIVES

From its earliest days as an offshoot of a national defense firm building aircraft for the Swedish military, the Saab Automobile company earned a reputation for function-over-form design. This rational approach would never earn mass acceptance, and indeed, through its end in 2011, Saab's cars were an acquired taste. Shifting focus from the whole to individual components, that distinction was echoed in the appearance of Saab's alloy wheels. Multiple generations of these cars ran wheels with a fringe-popular tri-spoke theme, which for this Trollhättan automaker came to signify strength, speed, and individualistic style.

Aerodynamic design was trendy in the 1980s, and Saab created a new expression of performance with its 900 Turbo 16 Aero show car, which debuted at the 1984 Brussels Salon Auto-Moto. This pearl-escence champagne-painted hatchback had body enhancements proven in the MIRA wind tunnel in Warwickshire, England, among those being flush-face three-spoke alloy wheels. In conjunction with new lower body fairings, these 15 x 5-inch wheels helped reduce the car's drag coefficient by five percent, and enhance its speed and fuel economy. The Turbo 16 Aero would enter limited production in 1985 — sold in America as the 900 Turbo with the Special Performance Group option, SPG for short — and its wheels were a key identifier.

Through the 1980s, Saab reserved the three-spoke, 15-inch "Aero" wheel for its fastest 900, although it did market an accessory version dubbed "Super Inca," which combined the covered-lug SPG look with 99 Turbo "Inca"-style ("Turbo Towers," *HMN*, October 2009) vanes. The flagship 9000 Turbo would be revised with a sleek nose and more powerful engine for 1991, and with those changes



15-inch "Aero"

came a triple in a then-generous 16 x 6.5-inch size; this wheel, also called "Aero," echoed the 15-inch style, but combined charcoal gray paint with a distinct, machine-finished lip.

With Saab-speed now firmly identified with the tri-spoke wheel, the automaker branched out in the 1990s, making a range of three-hole wheels for the four-lug-equipped "Classic" 900 and 9000, and five-lug "New Gen" 900. After the SPG left the 900 lineup for 1992, the 900 Turbos and 9000 CS models shared an asymmetrical, twist-ed-spoke 15-inch wheel design painted silver (alternately dubbed



16-inch "Super Aero"

"Directional" and "Aero92"), while this wheel, painted charcoal with a bright lip, was used on the low-production 1993 and 1994 900 Commemorative Editions. The 9000 Aero model of 1994-'97 exclusively sported "Super Aero" 16 x 6.5-inch wheels with three rounded flat spokes and an extra-deep lip, derived from a 17-inch wheel previewed on 1992's Saab 9000 Ecosport prototype; an exposed lug version was used on final-year 1998 9000s. The highest-performing second-generation 900 models wore 16 x 6.5-inch "Viking" three-spokes, which featured covered lug nuts and a shield-like design. A modified, exposed-lug Viking was seen on some 1997 and '98 900s and 9-3s.

The trend towards larger wheels in the late 1990s was followed in Saab's design studios, the next generation of this firm's hottest models so outfitted. In 2000 and 2001, the 9-5 Aero sedan and wagon wore the distinctive 17 x 7-inch three-spoke "ALU 28" that enthusiasts named "Klingon," while the Gary Fisher Edition 9-5 wagon sported the cool, identically sized "ALU 41," aka "Three-Spoke Quad." At the end of the contemporary first-generation 9-3's run, Sport Package-equipped U.S. convertibles rode on the six-spoke derivative "ALU 36 Double Three-Spoke," and that style got a more three-dimensional look for 2004's 17-inch "ALU 46 Double Evo."

Fashions changed, and Saab had moved away from this towards the end of its last full decade, but the then-classic design would reappear in modified, split-spoke form on 2008's retro-themed 9-3 Turbo X, with the 18 x 7.5-inch "ALU 77 Dark Twin" (also available overseas in a 19 x 8-inch version, alternately finished in silver). A modernized 18-inch "Inca" design, derived from the 1980s Super Inca, was a rare accessory in the 9-3's final years. When Saab Automobile succumbed to bankruptcy in 2011, its top models wore turbine-themed multi-spoke wheel designs appropriate for this once-aeronautical brand, but the company's fans will always associate it with the polarizing three-spoke.

For a comprehensive photographic listing of Saab wheels, visit www.saabarchive.net/index.php/w/11-wheels. 📷



18-inch "Dark Twin"



15-inch "Directional"



17-inch "Double Three-Spoke"



16-inch "Viking"



17-inch "Klingon"



The Big Dance

By John Kuhn Bleimaier

In 2019 Swedish coachwork figured at two important concours d'élégance: Greenwich and the Elegance at Hershey. An impeccable, early two-stroke Saab Sonett got a lot of attention at Greenwich. The Sonett was a true two-seater sports car with competition heritage derived from Eric Carlson's legendary world rallying successes. As an early example featuring Saab's very own two-cycle mechanicals, the first Sonetts have particular appeal. In the world of classic motorcars there may be a certain prejudice against vehicles that are "sensible." That is not an adjective applicable to the Sonett, for sure.

Scandinavian designers and technicians during the classic era. An audience accustomed to admiring the artistry of French, English and Italian constructors was treated to a delectation from northern Europe. I hope we are setting the stage for an invasion of classics from Trollhättan.

No Saabs on the field at Pebble Beach again both in 2018 and in 2019, although it was a great show both years, as usual. Why the absence of Swedish contestants at the world's premier classic car beauty contest? There were multiple Italian cars on the green overlooking Carmel Bay. To draw a shaky parallel, can you imagine a Miss Universe contest with no entrant from Sweden? So, why are the progeny of Trollhättan



Lori Turk on the right, Bruce Turk in the middle with the author behind their gorgeous Sonett. All photographs by Marina Bleimaier.

The voluptuous Swede on the show field for the Elegance at Hershey was something truly unique. It was a 1938 540K Mercedes with Swedish coachwork by Norrmalm of Stockholm. Readily identified by the blue and gold Swedish flags on its fenders, this car showed the flawless conception and execution of

not represented at the classic car big dance? I have a theory.

You see, invitations to Pebble Beach are decided by an exalted committee of cognoscenti with impeccable credentials and cozy ties to the

The Big Dance Cont'd

elite restoration community. With the exception of a handful of original vehicles in the preservation class, most of the cars shown at Pebble have been restored by one of the cadre of master-craft workshops, which have proven themselves capable of undertaking exhaustive research and recreating mechanicals and coachwork to the highest standards of the classic era. If you are extremely gifted and spent a decade in your garage restoring your Delage, Packard or Hispano-Suiza to perfection, your Cinderella is, nevertheless, unlikely to be invited to the Pebble Beach ball.

Next question: Why are there no Saabs under restoration at the elite ateliers? Here the answer is simple. It's a question of economics. The sobering truth is that a Pebble Beach quality restoration is unlikely to cost less than \$300,000. Well-heeled enthusiasts can justify investing this kind of money in a vintage Ferrari or Delahaye because the final value of a class winner from Pebble Beach will likely exceed eight digits. The classic motorcar hobby is an affair of the heart, but at the highest levels it is a business, as well. Thus, none of the highest-flying restorers are working on classic Saabs because a Pebble Beach quality Saab type 96 from the vintage year 1964, is not going to be worth more than 20% of the cost of such a restoration.

The virtual exclusion of Saabs from the first circle of the automotive Paradiso represents a vicious circle. There are no Saabs at Pebble because they are not valuable enough. They are not valuable enough because they don't show up at Pebble Beach. The classic renvoi. Those of us who are enamored of classic cars from Trollhättan have our work cut out for us. First of all getting Saabs to the Monterey Peninsula is doable. There were three Fiats on the green this past year. They were beautiful vehicles with impeccable provenance. Fiat is not perceived as more of a grand marque than Saab. It is not necessary to be an Isotta-Fraschini or a Pierce Arrow to appear at Pebble Beach. Saab has the creds. The Saab firm has its ancestry in aviation, just like Voisson, Hispano-Suiza, Rolls-Royce, Mercedes-Benz and BMW. Saab competition cars were at the pinnacle of motorsports in their day, with back-to-back victories in the Monte Carlo Rallye. From a design and engineering standpoint the cars from Trollhättan represented a tour de force. In principle, we have got what it takes.

Now for a strategy. We have got to find an early Saab with provenance. We have to interest a deep-

pocketed connoisseur. Selling this project should be a cinch. The selection committee at Pebble Beach is always looking for something novel. A mega-buck restored Saab would be just the ticket. After a turn on the victory ramp at Pebble Beach, an auction megabucks bidding sensation at RM Sotheby's, is a given. Colleagues, if we follow through with this plan, we will have hit a home run out of the park. Henceforth we will be seeing our beloved Swedish beauties at the premier concours d'élégance year after year.



Now for your delectation, take a look at Marina's picture of the debutantes of 2018 and 2019. Best of Show winner for 2018 was a 1937 Alfa Romeo 8C 2900B. In 2019 top honors went to a 1931 Bentley Sports Tourer.

Remember, our time will come.



The Doctor is In

By Kelly R. Conaty, MD, MBA



C900 Floppy Directional Repair

In this issue of *Nines* I will deviate from my usual article on interior cosmetic repairs, but it is something which I hope may be useful for owners of c900's. 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 does the same. As is true of some of the other repairs I have written about, this repair is very satisfying to complete and takes care of a common annoyance that many c900 owners tolerate. The aging turn signal stalk often times wears such that the lever does not stay in place when using the turn signal. Drivers of c900's afflicted with this problem have to manually hold the lever in place to get the signal to continue to blink. Usually it is the right turn signal which is the most affected because gravity eventually takes over and causes the stalk to fall to the neutral position. Basic mechanical skills and simple tools and a couple of hours time are all that is required to complete this project. The c900 directional signal lever design is quite primitive, relying on a roller ball and ramp arrangement to hold the lever in place until released by rotation of the steering wheel. Eventually, after many years of use, the shelf at the top of the ramp gets worn down such that there is no "catch" to prevent the roller ball from sliding back down the ramp. The repair process, which I will explain below, simply restores the catch at the top of the ramp so that the roller ball will lock into place until it is released.

The first step of course is to remove the directional stalk from the car which is quite easy and will not be covered here. It is simply a matter of removing a few screws and disconnecting the electrical connectors. You may have some difficulty releasing the connector for the cruise control as it may be buried behind the knee bolster. Sometimes you can just tug on the wires to pull it out from behind the bolster, and sometimes you cannot free it. There may be a zip tie or two holding it in place, so look for those. If you can't tease it out you are then left with the decision to loosen the bolster a bit to tease it out, or take the easy way out and cut the wires and splice them back together later.

The next step is to open the case. There are two rivets holding the bakelite cover onto the metal case. Simply drill out the rivets. Then the bakelite cover can be prised off of the case very carefully. Over time this bakelite becomes very brittle and if you break it, game over. The bakelite cover houses the electrical contacts for the directional

signals and the high beam switch. The case should be prised off at the rivet points to minimize the possibility of breaking it and backed off the case. There are two points at the front of the case which slide under and hold the cover firmly under the metal of the case. Upon carefully backing the cover off of the case, take care not to lose the small contact point for the high beam switch and the tiny roller ball.

A generalized cleaning of the inside of the case and all of the electrical contacts is in order. I use an electrical cleaner and a file to clean the contacts. As I mentioned above, take care not to lose the little roller ball, and take note of how the switch comes apart and goes back together. Taking photos during the process is always a good idea.



All photographs provided by the author.

Next, a good inspection of the interior of the case will reveal that the roller ball has worn a groove in the ramp and most especially has worn down the edge of the shelf that serves to keep the roller ball (and hence the directional lever) locked in place. The aim of this repair is to restore this edge or lip on the shelf so that once again the roller ball will be locked into place until released by the rotation of the steering wheel.



The best way to accomplish this is to use a Dremel tool with a burr or file bit to form a new groove or shelf where it has been worn down. A round file can also be used.



There is no need to file away a lot of material, but only enough to form a clean edge.

After this edge is restored, the case is cleaned and along with the roller ball and lever assembly is lubricated with a PTFE lubricant and the switch is reassembled. There are a couple tips to ensure that the switch goes back together. Care must be taken to ensure that the long contact for the high beam switch is fed underneath the ground contact on the case. To make this a little easier, I take a little epoxy and glue the contact to the case over the rivet and let it dry before I reassemble the switch.

That way, when I feed the high beam contact under the ground contact, it doesn't go flying onto the floor. The other tip is to insert the lever assembly roller ball first, inserting the two plastic tabs under the case, and angle it in until the holes line up with the drilled out rivets. At this point I hold everything together with a firm grip and I test the assembly to make sure that the lever remains locked in place for both the left and right signal. I also test the release mechanism, and I put an ohm meter on the high beam switch contacts to make sure that it functions properly. All that remains is to clamp the cover onto the case and use a little epoxy in the rivet holes and along the side of the case and let it sit overnight.



After just spending an hour or two, you should have a directional lever that doesn't have the droopies any more. After years of holding the switch up with your hand you are going to love how it functions as intended!

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*

The Things You Learn About Your Saab

(When You Have Had It for 50 Years)

Really? 50 years? Yep. I can't claim that it's a one-owner car, because my dad had it for the first 3 years, from January, 1967 until his passing in May, 1970. He hadn't had a stick-shift car for decades, but I still remember the joy he exhibited, down-shifting his howling 2-stroke and conserving momentum by railing the corners. He never drove like that in our Chryslers! The '66 Saab 95 has been mine since 1970, and now, in 2020, that makes 50 years, by my counting, and it's still a learning experience.

The first things you learn are get-acquainted items, like what the knobs and switches do (the little pictures help). Then there's learning to shift a four-on-the-column (with clutch slipping education provided by a torqueless engine). Soon thereafter comes learning to add the right amount of Hi-M oil to the gas at every fill up, and not to panic when you step off the gas, the freewheel engages (disengages?), and you go faster! Speaking of freewheeling, you learn that you can shift gears without the clutch, as long as you let the engine slow down first on up-shifts. You learn that freewheeling makes it absolutely necessary to use the hand brake when you park on a hill. You learn that, although you can easily disengage the freewheeling, the resulting engine-braking is not that strong and is really not to be used on prolonged descents (where it would be most useful), because it's not a good idea to spin the engine fast while feeding it no oil. I learned this last item from reading the very extensive owners' manual, not from seizing the engine, thank goodness. The first time you wash it, you learn to close the cowl vent first and that those back windows, which look almost closed, aren't. You learn that you can drive in a pouring rain with the windows half-way open without getting wet, but other cars can't. You learn that, in summer, you can drive with the windows wide open at highway speeds with no buffeting. You learn that, although it sounds ferociously fast, everything can beat it from a standing start, even the lowly VW Beetle (but not the transporter!).

You learn that, although you think it's one of the

coolest cars in the world, the kids at school don't share your opinion (can you believe that they've never even heard of Erik Carlsson?! You learn that other people have trouble getting their cars started in winter and are afraid to drive in snow; I know, hard to believe! You learn that the heater works better than that of cars with engines 6 times its size, the defroster really works, even on the side windows, and the rear window keeps itself clean. You learn that, on hot summer days, turning on the heater will bring the coolant temperature gauge back into the green, at the expense of toasty toes; better to route the hot air out the windows by selecting defrost! You learn that those tiny seats are comfortable for all-day drives vs the 6-way power seats in the American barges that aren't comfortable in any position. You learn that riding in the backward-facing third seat is a hoot.



Not the author in his wagon, but close!

You learn that gas station attendants don't know how to open the hood, even when you've pulled the release, and they argue with you when you put the oil into the gas filler. My solution was to hand the attendant the can of oil and have him try to show me the right place to pour it in. When he failed, I would then go back to putting it in the gas tank.

On the Column Cont'd

You learn that, whereas many (non-German) foreign cars have earned a reputation for poor reliability, your Saab is stone-reliable and very well-built, although they could have found a better upholstery material than rapidly-disintegrating burlap. This reliability is very important because Saab dealers are few-and-far-between.

You learn that the Swedes have figured out how to make a car bigger on the inside than the outside, and you and 5 of your closest friends can fly down the freeway at 70 MPH but that the drum brakes are good for only one panic stop from that speed, and it's time for an inexpensive swap to V-4 disc brakes.

You learn that no theft-prevention device is required because:



No one wants to steal a 2-stroke Saab station wagon, and

Even if they can drive a stick-shift, the gears are not where they think they are, they'll never figure out where reverse is, and they'll probably never even get the engine started because they don't know what a manual choke is.

You learn that this tiny, narrow, tallish car is rock-steady at highway speeds, even in a crosswind (take that, VW!) and goes faster than its tiny engine should allow. You also learn that narrow, tallish cars, when pushed hard around corners, like to tilt up on their outer two wheels and scare the crap out of you. That tiltability comes in handy, however, when the jack lifts up half of the car at a time, making front-rear tire-rotation a cinch. You subsequently learn that that annoying rattling sound, which disappears when you speed up and returns when you slow down, is being made by the lug bolts rattling around inside the hub cap because you didn't tighten them enough. (When you go faster, they centrifuge against the outside edge and stop rattling.) And you wonder why the Swedes (and Germans) chose to use lug bolts (which require you to hold the wheel up to the hub with two hands, whilst threading in the first lug bolt with your third hand) instead of wheel studs and lug nuts like the rest of the world. And no, VW lug bolts won't fit the Saab. Oh well, by now you should realize that Saab is not known for being a conformist.

You learn that you have enough ground clearance to climb over concrete parking-lot bumpers if you go slowly (someone parked behind me). You learn that, if you 'yump' the car in proper rallye style, you had better have the air cleaner tightened down, or intake noise will suddenly increase. You learn that, on dirt roads or slippery pavement, a quick tug on the hand brake will bring the back end around very controllably, as long as you keep the accelerator pinned. You learn that others think that your engine is sick because of the lumpy idle and the cloud of smoke from the tailpipe, although I think that the smoke is much better-smelling than that of four-stroke oil burners. You learn that prolonged idling fouls spark plugs, and you'd better be very careful threading the new plugs into that aluminum head. I learned that my Uncle Marty did not figure this out in time and, being a machinist, made stainless steel inserts for the stripped spark plug holes in his Saab 93.

You learn that it's a very good idea to learn from others' mistakes, because you won't have time to make them all yourself!

Well, actually, all the above is stuff you learn in the first year of driving your Saab, truly a steep learning curve. I'll save what I learned in the following 49 years for my next column.

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**

Labels

Labels can be applied to almost anything. One of the things that we label is our vehicles. Labels can vary about a car's value, it's use and its expendability in various parts of the country. Examples of this would be: 1) a beater, 2) a winter beater, 3) a second car, 4) a third car, 5) a junker, etc. How many other ways could you label your aging and higher-mileage Saab? This label issue is important because we form attitudes about care and preservation.

Late last summer, when we decided to upgrade our Nissan Leaf, we were confronted with this label issue. Our Saab 2001 9-5 Aero wagon has served us well and we have driven it over 200,000 miles since we bought it. As you know from previous years in my column's history, we have preserved and given our Aero excellent attention. We now have accumulated more than 270,000 miles, so we recognized that we needed to preserve the Saab rather than wear it out in the shorter term. It has served as our "trip" car for several years. We drove it about four miles to every one mile of our 2012 Nissan Leaf SL, which had reached 36,000 miles. We realized that if we continued with our current use of the two cars that the Saab would soon be near or more than the 300,000 mile plateau. That doesn't mean it becomes a "junker" but the reliability basically decreases with miles and age and since we live in the rust belt, probably the rust could be a quicker end than I would anticipate. Our trip car (Saab) had been used for pulling our pop-up camper, an enclosed trailer and for trips beyond a 30-mile radius of our house. This meant that our Leaf, with a 24 kw battery, was perfect for this arrangement and there were many weeks that our Aero

did not have to leave the garage. The Aero became what I would call our trip car or maybe a second car (plus) because it was primarily used for longer-range driving and we spared no expense in the maintenance so that it would be reliable regardless of our demands.



My Dream Car? Latest prototype from NEVS/Evergrande/Protean. This 9-3 now being winter tested on a frozen lake. Youtube has an impressive video of the test. 9-3 EV is equipped with proteandrive/vectored torque/ 440hp/awd/all-electric. What more could one ask for? All photographs provided by the author.

I started researching EVs and began writing about them nearly 15 years ago. Prior to that, we were challenged to investigate and experiment with 9-5 bio-power Saabs which I reported on in the NINES magazine a number of times. Most have forgotten that in the early 2000's General Motors and other domestic brands had introduced many E-85 or bio-power flex-fuel cars. Our region had many, if not most, gasoline stations selling this new fuel. Our Saab customers were interested in this technology. We responded by traveling to Sweden for the 2005 Saab Festival to attend a seminar on the 9-5 bio-powers that were being sold in Sweden and orders were being taken in other European cities. I was hoping to be able to convert U.S. 9-5s with OEM parts being used in Sweden. GM/Saab had decided to not import any bio-power 9-5s to the United States. In Sweden, 80% of the 9-5s sold in 2005 were bio-power cars. Unfortunately, when we got to the Saab Festival we found that they had cancelled the seminar so we learned what we could and enjoyed the festival as usual. The conclusion was that using the OEM parts is too expensive. When we got home we decided to buy some equipment from Nick Talifaero at GenuineSaab.com in the U.S. who were converting 9-5s successfully to 300



Protean Pd18 wheel motor skateboard. Any type of body from 9/3 to Hengchi 1 in sedan, CV, wagon, or crossover could be fitted to this chassis. The picture as shown has the battery in the mid-section and 4 wheel motors each containing liquid-cooled motors, electrics, brakes, wheel bearings, etc. Just bolt the assembly to the suspension. Each wheel motor weighs 79 pounds and fits inside an 18-inch wheel. Will this be the Henchi 1? The 9/3 yet to be produced? This could be an exceptional product! I'll be watching for the test results. Further information and a good article can be found at, "Protean Electric's In-wheel Motors Could Make EVs More Efficient - IEEE Spectrum."

hp. Our goal was small hp gains and better mpg. We converted our personal 9-5 and ran many months of tests to determine miles per gallon both with E-85 and with premium gasoline. We learned, as most everybody knew, that with E-85 we could gain some horsepower with the higher octane E-85 but fuel economy was only viable with a low per gallon price for normal day-to-day driving.

When we first started experimenting, E-85 was more than a dollar less per gallon than gasoline which was fine. However, in our region, the prices soon were within just a few cents of regular gasoline. The demand for E-85 conversions in our area soon went to zero. The other part of this story is that while developing this conversion process, we blew the engine up on our Aero while it was being tested on the dynamometer. So, at 144,000 miles, we put a brand new engine in the car. This investment has surely paid off in the many miles and years we have used it since and that's the reason it is still a viable option for our needs.

One of the lessons we learned from the bio-power 9-5s was how quickly the market changed and as we looked to the future we needed to be better prepared to

meet the demands of our Saab customers.

As we neared the end of that decade, it became apparent that Saab was working hard on an EV. By 2010 not only did Saab seem to be close to introducing an EV, but Nissan, Mitsubishi, Tesla and Chevy Volt were introduced. As a progressive service provider, we decided if we were to continue to be prepared for Saab's future we should know how to service electric cars. The Nissan Leaf EV introduced in December of 2010 soon became the leader in EV car sales in the U.S. and was our choice to learn about EVs. When they started coming off-lease in 2012, we started buying them, learning about them and reselling them to our customers.

Eventually Tesla overtook the EV market with expensive, extremely nice cars that everyone would like to have including us, but they were much higher priced. Motor1.com posted these numbers in June of 2019. "Tesla now is the U.S. sales leader with just the Model 3 selling 16,350 cars in May 2019 alone with cumulative sales of 188,000." (Model 3s were produced for more than one year as opposed to Chevy Bolt selling just under 17,000 for the whole year of 2019.)

Professional Perspective continues on page 31.

Through a Windscreen Darkly



By Linnea Krajewski

Roxanne at Twenty

As I write these words, the calendar is moving from February into March. The first week of March marks the birth of my 2000 93 SE, Roxanne. Up here in New England, it's not common to see a twenty-year-old vehicle on the road, so this particular birthday is pretty special.

Regular readers of this space will recall that Roxie made her debut in the driveway back in December of 2014. Our first road trip, to Florida, was taken about a week after Roxie first hit the road. We visited my Aunt, went to Daytona Beach, had a week of fun in the Florida sunshine and made it safely home to wintry New England.

It's been five years and 115,000 miles since that trip, and I can say that Roxie has performed in the tradition set forth by Saabrina, Edwina, Fiona, Rosamund and Ruby. She's been the iron horse of the driveway, running when everyone else was down with one malady or another.

Roxie had lived a hard life; her former owner had not taken proper care of her and he had more or less surrendered her after her radiator grenaded out on the highway and he found out that fixing her would not be an inexpensive undertaking. I picked her up for the princely sum of \$135.00; plus the cost to diagnose her ills, which were legion.

After investing a large sum of money to repair the damage done by lack of attention and putting off for tomorrow that which should have been repaired to-day, Roxie rolled out of the shop and hit the road running.

There have been some bumps along the way; at 192,000 miles, Roxie's engine swallowed the intake valve at the number four cylinder. After removing the head, we found further damage, courtesy of the Dreaded Former Owner, who apparently changed the oil on months ending in the letter Z. The engine was full of sludge and the main bearings showed heat damage from oil starvation. Fortunately, there was no damage to the crankshaft and camshafts, and the upper end of the engine was in remarkably good shape, given the amount of sludge found. The rings were worn, not unexpected



Roxanne in her natural habitat. All photographs by the author.

given the mileage, but were not broken. The engine was rebuilt and continues to hum along happily.

We've seen some amazing real estate from behind Roxie's windscreen since that first trip. In 2016, we went to South Carolina to the Euro Auto Fest. From South Carolina, we went to Indiana, where we took in the Auburn-Cord-Duesenberg Museum. In 2018, we traveled nearly cross-country as we went to Colorado, Texas, Louisiana, and everywhere in between. We've taken side trips to Pennsylvania, Vermont, and deep into the mountains of New Hampshire.

Roxie has also been there for me in rough times as well. It was she that got my right arm back into shape when I broke it back in 2015, and she carried me safely to the emergency room three months later when I fractured my leg. We've weathered countless snowstorms, thunderstorms, bad roads, bad directions and missed turns together.

Through a Windscreen Darkly Cont'd



everything fits, before the end of the trip, you'll need professional help to remove the kinks in your spine and legs and it will take a week for the buzzing in your head to clear. Try finding your Camry in a parking lot...any parking lot...in less than 10 minutes without walking up to one that looks just like yours.

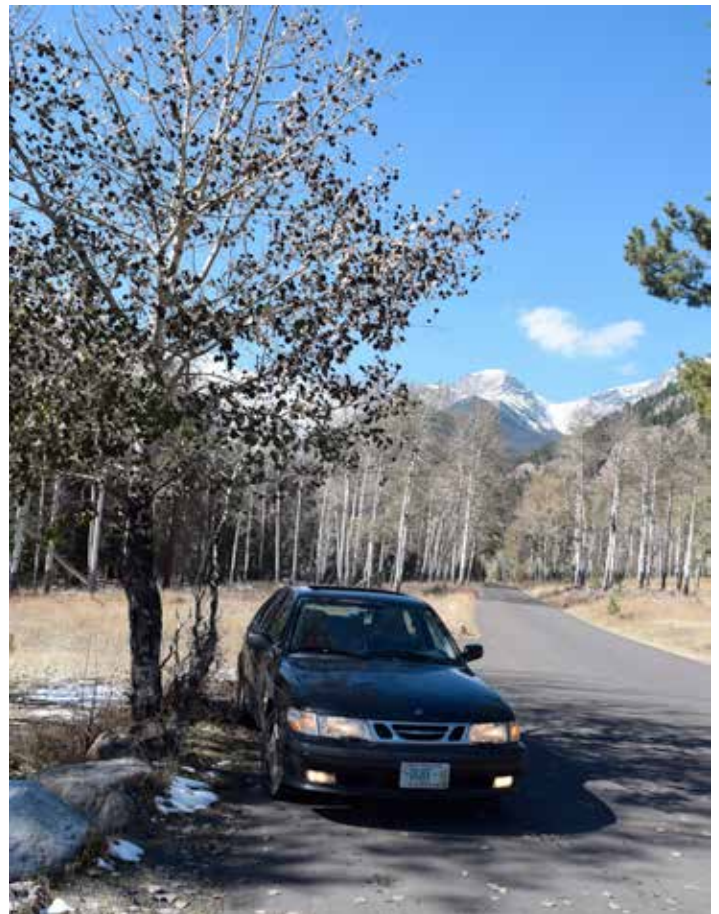
At some point, I know that Roxie is going to be a warm, sunny-day car and I am going to be forced to find something to fill her voluminous tyre treads. I'm not looking forward to the task and I will miss driving her every day. But, as time and the tin worm carry more and more Saabs to Valhalla, it's more important to protect and preserve.

So, Happy Birthday, Roxanne!
Here's to another 20 years!

Currently, it seems that the last of the original parts that came with Roxie when she left the Trollhättan assembly have decided to croak, all at the same time. Her axles have recently been replaced. The alternator recently gasped its last. The rack is leaking to the point that the front subframe should never, ever suffer any corrosion at all, and the wheel bearings in the right rear wheel are starting to voice some complaint.

Given these circumstances, if Roxie was just an ordinary car, you'd probably start looking for a replacement. The cost to repair isn't justified by the value you place on the car. But, Roxie is not just a car. She's like an old friend, ready at a moment's notice to get join you on an adventure. It's comforting to have her under my backside, knowing that, no matter the weather, no matter the road conditions, she'll get me to my destination.

I've driven a lot of cars, trying to find the one that resembles a Saab most closely. I haven't found one yet that does what Roxie does, day in and day out, as well as she does. A few have come close, but most of them miss the mark by thousands of miles. Try putting two chairs, an ottoman and a small table in the trunk of a BMW. You'll need a second BMW or a second trip. Try getting four people and a large Labrador into a Prius and heading to dinner. By the time you get there, you'll have made enemies out of one and all, including the dog. Try taking an extended road trip with seven rabbits, three guinea pigs and a parrot in any Nissan. Assuming that



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

Swedes of Maryland



Rolling projects are always a blast to see on the road. Jake Tilton owns this epic Dame Edna 9-5 Sportcombi with lots of love, blood, sweat and tears put into it.



Note the Hirsch Spoiler and Dual Exhaust.. Jake spares no expense at having the best aftermarket and catalog options on this 9-5. All photographs by the author.



The iconic side profile we all know and love with the 9-5. Even though it may be a newer version, Jake keeps it classy with the signature Saab 3 spoke look with the Klingon Aero wheels from 2000-2001 cars. A subtle yet effective touch.



Mjöltnir, Frankenstein, Hooptie Wagon.. these are the many names for Kyle Hudson's 2001 9-5 Sportcombi. This one may not look like much, but underneath it has it where it counts. It is all 2004 9-5 Aero in there along with every bolt on you can grab for the 9-5!



A local club member brought his Saab 96 V4 to one of the Maryland Saab Group meets held in Odenton, MD this past February. Slug 2 has been seen in local road rallies, car shows and on the public roads of Maryland!



Saab V4, a name that would be heard across European rally races for years to come. Kyle and I loved the vintage rally aesthetic this 96 was wearing.

Nix's Saab Shots Cont'd



Fellow Maryland Saab Group club members at the last club meet in Odenton, MD. Left to Right : 2007 9-3 Aero Convertible (Tony Salazar), 1986 Turbo Flatnose Convertible (Rob Patterson), Flatnose, Turbo and T5 swapped 1993 900 S (Brad Lynas) and 2008 9-3 Aero (Hiram Marroquin).



In a way, this photo is symbolic. You have the very first Saab convertible ever made in the background with the foreground containing the last Saab convertible made, a 2008 9-3 Convertible.



More club member vehicles from Maryland Saab Group in Odenton, MD. Left to Right : 2004 BSR 9-5 Arc (Jonathan Moore) 2006 9-3 Aero (Miguel "Karry" Meador), 2008 9-3 Convertible, 2006 9-2x Linear (Kyle Hudson & Karis Nix) and 2009 9-5 Griffin (Fred Kaplowitz).



This fearless feline protects this convertible from any scavengers at EPartsLand. A NixMixMedia favorite! (Jeff Henderson, Owner).



The famous "Red Baron", a 2008 9-3 Aero owned by Alex Shaw. If you can think of a rare part that the 9-3 Sport Sedan could get, this car has it!



The Dame Edna 9-5 is photogenic no matter the angle. This one was our favorite from this photoshoot!

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.

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

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P: 440.716.2000
F: 440.348.2006
Oregon

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

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

Pennsylvania

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

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

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

South Carolina

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

Tennessee

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

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

Vermont

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

Other:

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

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

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NINES depends on the kindness of its contributors to keep going. We are always on the lookout for interesting articles about Saabs and their owners.

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Oct-Dec issue: September 1

E-mail submissions to sethbengelsdorf@mac.com.

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

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1729 Lynnville Trail
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Keeping it on Ice

By Tim Winker

As a long-time Saab and ice racing aficionado, several friends tagged me with the notification of the auction of a 1969 Saab Sonett V4 ice racer on the Bring-A-Trailer web site in October. I was pretty sure I knew the car as being built by my late friend Bill Lender. A conversation with the seller confirmed this.

I met Bill Lender sometime in the 1970s when he and his wife showed up in a blue Sonett V4 at a winter rally I organized. I got to know Bill through our mutual love of motor sports, particularly autocross and ice racing.

Bill had a sauna in his South Minneapolis basement, and I would go there about once a week to partake. Afterwards we would sit in his kitchen and drink coffee, and talk about cars. He would tell me about the plans that he had for his Sonett as he converted it for ice racing. I was building a Datsun 510 about the same time for stage rallies and ice racing, so my garage time was spent on my own project, rather than helping Bill on his.

My recollection is that Bill rebuilt the chassis of the Sonett first, as they are notorious for rust, particularly in the rocker panels and chassis support beams. The Sonett is basically a Saab 96 chassis, with added support underneath to offset the lack of strength in the fiberglass body. He also built the roll cage that is still in the car.

Bill was an industrial arts instructor, and very good at fabrication and machining. He had a small machine shop in his basement. I once helped Bill and another friend to move a Bridgeport down the stairs. For those who don't know, a Bridgeport is a VERY HEAVY piece of machinery. Very glad I didn't have to help remove it later.



Photograph by Rick Corwine.

He was the type of guy who would pore over catalogs for things like pistons and valves, trying to find something close to what was in the 1500cc V4 Ford engine, but just a little better. It wasn't uncommon for him to show up at a parts store with a micrometer in hand so he could take measurements on whatever parts he was considering.

He built the heads in his machine shop, adding BMW intake valves because the diameter was a little larger. That meant grinding away at the intake and exhaust passages, and installing larger valve seats. He reconfigured the combustion chambers for better flow, one time to the point of getting too close to one of the coolant passages and creating a leak into the cylinder. Bill also made the exhaust ports into a dual-port configuration, and built his own headers to assist the exhaust flow.

Though I have not been able to verify it yet, I'm pretty sure the timing gears were replaced with steel gears, a common practice in higher horsepower V4s because the original fiber gears were not made to take the stresses of racing. The camshaft is another component that has probably been replaced, though I have no idea on what it might be. And since Bill had the basement machine shop at his disposal, I'm also pretty certain the flywheel has been lightened. The stock FoMoCo carb was replaced with a Solex 40-P11 2-bbl downdraft unit, a popular carb for added performance on the Porsche 356 and 912. That same Solex was part of the kit to add power to the Saab GT-750. Welds on the intake manifold indicate that Bill modified it to accommodate the large throated Solex.

The transmission was basically stock, as I recall, though the free-wheeling had been neutered, and the differential was welded for better traction on the ice.

Bill was slightly below average in stature, so the Sonett fit him well. He also turned out to be one hell of a driver, and the Sonett was competitive with cars that had a lot more money invested.

When I saw the auction on BaT, I placed the first bid, mainly so I could keep an eye on where it might go. Fortunately for me, the final selling price was within my budget. Also, it was only a few hours' drive away, so I could easily pick it up on my trailer and not have to have it shipped.

The Lender Sonett now resides in my garage. The engine runs, though it is not easy to start as the Solex carb does not have a choke. Starting fluid seems to be necessary to get it running. Once running, the idle tends to fluctuate. I hope to get it sorted out, and take it to a local ice race at least once this winter for a few laps.

Longer term, it has been entered in the Put-In-Bay Sports Car Races in September of this year. The plan is to take it and my 1960 Saab 93F, another former ice racer. Saab is one of the featured marques at this year's PIBSCR. Both cars need work before they're ready for the track, and the 93F is currently getting some rust repair at Hennepin Restomod in Minneapolis.

Looks like I'll be spending a lot of time in the garage in the next eight months.

Viggen VIP Stories

Ed's note: purchasers of the VIP Package at the SOC 2019 will be featured in this and future issues of NINES.

Barry M. Blasberg

Greenwood Village Colorado

2001 Steel Grey Viggen Convertible

I first learned about the Viggen during my career of selling cars at a Saab dealership as an internet sales manager. I saw several Viggens available for sale along with other Saab models. I was fascinated with the Viggen (particularly the convertible) and I knew that I would eventually be a Viggen owner.

I purchased my Viggen in August of 2018. Since I was somewhat aware of the limited availability of the Viggen it was quite a challenge to locate a vehicle that would meet my expectations. I was extremely lucky to find a dealership in Pennsylvania that had exactly the perfect vehicle available for sale. They had acquired a 2001 Viggen convertible from Nashville, TN with only 27K miles on the odometer! This Viggen was meant for me!

I have previously owned an older Saab 900T when I was located in Cincinnati, OH.

I always have preferred the lightning blue color in the Viggen. Since it was not available in the 2001 model year and because of the limited availability of Viggens, my color choices was not a primary buying decision.

My favorite part of my Viggen is the comfort and performance of the vehicle. I especially like having a back seat that I can use to take my grandchildren on exciting rides.

My least favorite part of the Viggen is the lack of some of the more modern features such as Bluetooth, backup cameras, etc. I do recognize that many of these features were not available or heard of during the Viggen's short lifespan. I feel that the Saab designers were constrained by GM that limited some creativity.



Gary and Heather Hilberer

Vero Beach, FL

2001 Red Viggen Convertible

The first time I saw a Viggen was at the dealer where I was employed. We have owned our current Viggen for a year. It is one of two red convertibles in Canada.

We also own a 1984 900 and 1985 900 (both hatchbacks) as well as a 2004 9-5 SportCombi.

The seats are our favorite part of the Viggen, and our least favorite part is the tire size (not wide enough!)

We're planning to keep our Viggen for a long time, as it only has 60,000 miles on it. We truly enjoyed driving through the Badlands and 16A with the top down.

Not that we're planning on adding any Viggens to our collection, but we do have two black 2000s at the shop.



All photographs provided by the authors.

Tortured Swedish to English. From Recharge:

Following a prolongation of the fundraising campaign, German Sono Motors has received in half the SEK billion needed to continue development. Production is scheduled to start in Trollhättan in September 2021.

The original plan was to start production this fall already this year, but just before Christmas the money was basically over and Sono Motors had to start a fundraising campaign. The goal was to bring together EUR 50 million by the New Year. They only received 32.5 million before the deadline expired, so the campaign had to be extended. With two days to meet, the goal was reached.

Sono Sion has a range of 25 kilometers, it is smaller than many other electric cars, but helps keep the price down to about 250,000 SEK. The car has solar panel panels and can be equipped with a towbar (750 kg).

Nevs and Sono Motors have signed an agreement for the production of 260,000 copies of Zion. The contract runs for eight years.



Not NEVS, but 9-2X news From Yahoo Finance:

Takata Corporation is recalling another 10 million potentially deadly air bag inflators sold to 14 different automakers. This might possibly put an end to the epic recall saga. Markedly, this is set to be the final phase in the series of recalls that the now-bankrupt auto supplier had agreed to undertake in a 2015 settlement with U.S. safety regulators. Reportedly, the 10 million inflators are among the approximately 70 million in the United States that Takata was supposed to recall in compliance with the National Highway Traffic Safety Administration (“NHTSA”) accord. This will likely bring to close the largest series of automotive safety recalls in the U.S. history.

According to government documents, vehicles made by automakers including Toyota Motor TM, Honda Motor HMC, Ford F, General Motors GM, Daimler AG DDAIF, BMW AG BAMXF, Fiat Chrysler FCAU, Ferrari, Mitsubishi, Subaru, Volkswagen, Mazda, Audi and Nissan have been affected. While a few car companies have already made such announcements, most are yet to determine the models that are affected and issue safety recalls.

Subaru announced recalls of nearly 500,000 vehicles from 2003-2014 model years that have potentially lethal Takata airbags in the front passenger seat. Affected Subaru vehicles include Baja, Forester Impreza, Legacy, Outback and WRX models. The recall also covers the 2005 and 2006 Saab 9-2x made by Subaru for General Motors. The defect might result in airbags either exploding or under inflating during deployment.

Toyota, Suzuki and Mazda have also recently issued voluntary recalls for more than 18,000 vehicles. The affected models are built between 1996 and 1999, and are fitted with deadly Takata NADI 5-AT airbags. Notably, Toyota is offering to buy back the vehicles and providing rental car option until the airbag is replaced. Mazda and Suzuki are also offering to buy the affected vehicles back from the owners.

In December 2019, BMW, Audi and Ford had recalled around 17,000 vehicles with Takata NADI 5-AT airbags. These airbags could injure people in the car by misdeploying in an accident. In some cases, these are not fully inflated in a crash, thereby failing to protect drivers properly. Last month, Takata issued recalls for 1.4 million airbag inflators equipped on certain U.S. cars from the 1995-2000 model years. The Japanese auto supplier’s largest customer, Honda, recalled around 1.1 million cars with faulty Takata airbags.



We were happy that we started selling Nissan Leafs but a Saab EV was our goal. By this time Spyker was in trouble and it became apparent that the Saab EV would not be coming soon. Our business continued selling Leaf EVs until we sold our dealership in 2016. Linda and I bought a 2012 Leaf SL and drove it until September of 2019.



Protean wheel motor.

My intention was to drive our Leaf until Spyker got on their feet and imported an EV to the U.S. so I could have a 9-3 EV. As you know, that didn't happen either. We were hopeful that NEVS (seeing as their name meant they were going to build electric cars), could be forthcoming with a replacement for our Leaf. We had now waited nearly 10 years for Saab/GM/Spyker/NEVS to produce an EV imported to the U.S.

I have been researching and writing about the Chinese auto industry for a number of years and also have been writing about it in NINES. I am amazed that NEVS had survived so many years without producing any new EVs. Furthermore, it was amazing to see a company as large as Evergrande purchase NEVS. Evergrande's investment in EV companies around the world has been astounding. The downside of Evergrande has been that it is difficult to depend on their press releases to determine what is really happening within their company and acquisitions. I was and am sure that we will have a long wait for an Evergrande-produced vehicle to arrive in our country. As of this writing, they haven't yet started production on 9-3 EVs.

In the early 2000's the U.S. was the number one EV market in the world and now the "Chinese are number 1" and far-surpassed our production and sales as posted on SCMP.com (South China Morning Post). "More than half of the world sales of EVs are in China now." Here is one example to give you an idea of the size of the Chinese EV market: "They are installing charging stations at a

rate of 8 to our 1 throughout China in 2019. In Beijing, they nearly have as many charging stations in that one city alone than there is in all of the U.S." The Chinese believe that one necessary element to EV use and ownership is infrastructure. They are building it!

After spending several months watching the EV market, my wife and I had decided that we would most likely buy a used Chevy Bolt. I was interested only in EVs with more than a 200-mile range. I considered Nissan Leaf, Kia Niro, Hyundai Kona, Tesla Model 3 and the new VW ID series which has seen its introduction dates set back several times. General Motors has done a nice job with the Bolt and it seemed to meet all the needs that we had for \$10k less than the Tesla Model 3. The Bolt has a 238-mile range with a level III charge port which meant that our Saab would spend much more time in the garage and less time on the road.

Also, the purchase of a Bolt would be a preservation measure for our pride and joy--our Aero. Regardless of what anybody might say or see on Facebook, we did not trade or get rid of our Aero. It still sits in our garage with the poster that says "A Saab Forever" hanging on the wall behind it. Before we could buy a used Bolt, General Motors, during their big auto workers strike, had many price incentives on their new cars and it turned out that we were able to buy a brand new Bolt cheaper than used ones were being sold for. It is a great car. We love it. It is addictive to drive just like our Leaf was. I can't ever see us not having an EV as a primary mode of transportation. We now drive our Bolt about four miles to one mile for the Saab. That is over 1000 miles per month. Perfect!

So, how do we label our Saab now? We certainly will not call it a winter beater because that would diminish it to a hospice-like situation. Winter beater seems to mean that you drive a vehicle in the worst weather with minimum maintenance and care until it no longer is usable. That is not our Saab. So, do we label it as a second car? Probably. Trailer tugger? The Saab will serve us many more years and miles because it has been preserved by the purchase of our Bolt. By not being delegated to one of the lower class labels, whatever that might be, we will be sure to maintain our Saab as we have for all these years. When something trivial or something catastrophic happens, we will most likely fix it for the foreseeable future. An accumulation of small aggravating problems accelerates dissatisfaction and disposal of our aged Saabs. Think preservation!

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



2020 SCNA Election Proxy Ballot

Saab Club of North America Official 2020 Election Proxy Ballot

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

STEP 1 - Vote for Candidates (check all):

Board Members:

_____ Shelly Baxter
_____ Allan Holmes
_____ Mark Welker: Secretary



STEP 2 – Provide Your Member Information:

Please be sure to print your name, address and membership number, to verify your membership, and sign the proxy.

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

Signature: _____

STEP 3 – Mail Proxy Ballot

Must arrive by July 15, 2020
Insert in an envelope, affix postage and send to:

Desmond Hotel Albany Airport
ATTN: Saab Club of North America
660 Albany Shaker Road, Albany, New York 12211
PLEASE HOLD FOR SAAB OWNERS' CONVENTION JULY 2020



2020 SCNA Election Bios

Shelly Baxter
Canton, GA

Shelly Baxter's information was unavailable at press time.

Allan Holmes
Mineral, VA

Allan grew up in a large extended family of car enthusiasts and collectors. Like his father and all his uncles, Allan grew to love all cars, except one – Saab! Based solely on the aesthetic appearance of this “weird looking” vehicle, it was the only car for which he had zero affection. All that changed when his aunt purchased a new 1985 Saab c900T Sedan, dressed in Colorado Red Leather and wrapped in Silver Metallic. It took less than 1 minute of absorbing the atypical interior and all of 10 seconds to feel the power, torque and turbo spool, to make him a devout Saaber for life! A true Saab Ambassador, Allan has made Saab a lifestyle choice for 30+ years: founding the Virginia Saab Driving Club, co-founding the Saab Club Classic 900 Collection and being active in local Saab clubs. He currently owns 16 Saabs.



Mark Welker
Buford, GA

Mark fell for Saabs when his brother bought a brand-new 1983 900 Turbo (white with red cloth interior) and drove from L.A. to Phoenix and back (very fast!!). Alas, it wasn't until 2008 that Mark got his own Saab, a 1999 9-3 SE (HOT). This led to much research on the Saab community and joining the Saab Club of Atlanta (SCA), where Mark is the President. SCA hosted the Saab Owners' Convention 2016, during which Mark joined the Board of Saab Club of North America (SCNA) as an “at-large” member. Mark has a great passion for these fine cars, their enthusiastic and proud owners, and a desire to preserve them, and the SCNA has the same mission. This passion led to his obtaining a large amount of used parts and the founding of www.saabpartsconnection.com for those Saab fans who want to keep their cars on the road. He currently owns 5 Saabs.



In Memoriam

Herbert (Herald) Friedley, 92, of Waterloo went to be with his Lord Jesus Christ on Jan. 23, 2020.

He was born April 22, 1927, son of Grace and Herbert Friedley. He proudly served in the Marine Corps and was a World War II veteran.

Herald graduated from Iowa State Teachers College (UNI) in 1946. On May 12, 1948, Herald married the love of his life, Evanthia Gianolous.

Herald owned and operated Friedley Lincoln Mercury Mazda Saab, Frontier Ford, along with several other car dealerships throughout his life.

He was fond of quarter horses and paint horses, winning two world championships. He also coined the phrase "saab-o-hol-ic" which he introduced at the Saab Owners' Convention some years past.



He is survived by a son Randy Friedley of Cedar Falls; a daughter Gabrielle Shani (Brett) Medhus of Waterloo; 35 grandchildren; and many great-grandchildren.



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Allison Park, PA 15101
412-366-6165
www.westernpaSaab.com

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Ken Edwards
296 Brethren Church Dr.
Jonesboro, TN 37659
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John Sleeman
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saabklubbenva@gmail.com

Virginia Saab Driving Club
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www.clubclassic900.com
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Send changes and corrections to:
NINES, The Saab Club Magazine
1729 Lynnwood Trail
Austin, TX 78727
ATTN: Clubs and Contacts
sethbengelsdorf@mac.com



Dear SCNA Members,

There is nothing like a weekend away with Saab friends to ignite the excitement for SOC. At the end of February, many SCNA board members and

volunteers visited Albany, NY, for our site visit at the Desmond Hotel. Since Albany is just a few hours' drive from Boston and many other cities in New England and New York, some board members flew to Boston so that we could drive out to Albany together. On Thursday, a few of our Board Members visited a

nearby race track to investigate the possibility of running a track day on Thursday, July 16. We hope to be able to offer this event, so be on the lookout for more information about this or another exciting event to kick off SOC 2020.

Our SOC theme this year, "State of Independence. Still on our own road," chosen to celebrate the community that has allowed Saab to continue to survive and thrive. With the continued support of SCNA members, Orio/Saab Original parts and Official Service Centers, as well as the hundreds of independent businesses who welcome the Saab community, we hope to continue steadily down our road of independence.

As part of our visit to Albany, we visited Elite Motors in nearby Voorheesville. Owner Jason Duncan and his team at Elite welcomed us and let us tour his expansive repair shop and private collection of unique and unusual Saabs. You will have to come to SOC to view some of his rare cars that even Saab enthusiasts like me have almost never seen in person. In addition to the owner's collection, Elite has a slew of parts cars as well as some vehicles for sale. Independent shops like Elite Motors continue to provide valuable service and support to the Saab community, and we look forward to welcoming him and other sponsors for SOC 2020.

The Saab Club of North America, Inc.

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The Saab Owners' Convention
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President's Letter

SAAB CLUB

OF NORTH AMERICA

There are a number of other important events, from simple meet-ups to organized car shows besides SOC that strive to bring the Saab community together. In late March, SCNA and the Virginia Saab club hosted their second annual event, held at the Blue Ridge School in Dyke, VA. May brings us to Carlisle, PA, where you will be sure to see the largest collection of Saabs outside of SOC. If you have information about regional events, we would love to hear more about them. SCNA is always working to incorporate local Saab clubs and groups in order to help publicize events.

On the ride home, SCNA Vice President Daniel Cahill wanted to stop at a special street called Saab Ct. that he had located in Springfield, MA with the help of Google maps. As you may have expected, there were not too many other people vying for a photo of themselves and their car in the same frame as this street sign, so we managed to get a prime parking location. The street lights made taking a picture more difficult, but of course we managed to document our visit to this famous street.



Respectfully,

Sanford Bogage
President, SCNA

The three musketeers! L - R Chris Grider, Daniel Cahill and Sanford Bogage.



Nothing Short of Epic

By Donald Northam

The current social media world tends to perpetuate information in cycles, brought up by similar questions in an eerily similar time line. One particular car that induced a communal head-scratching was a black 1999 Viggen that came across the classifieds a few times in recent years. 'But wait, how is it black and not lightning blue like all the rest?' the comments would begin. 'When did they delete the sunroof?' another would ponder. This one had to be a freak custom or something special. A few in-the-know clarified it was indeed the latter.

During the sale years of the 9-3 Viggen, each new owner was invited to Road Atlanta to thrash and torque-steer company-supplied cars through various road course exercises to familiarize themselves with the new sport model. But the handful of tarmac mules were unique, some in non-production colors and lacking standard features. As luck would have it, a few were still lurking around right under our noses.

My hands were quick to share this unloved black coupe with a few close friends who were in the best position to purchase and revive what may have been a piece of Saab history. Some archival searching of the VIN sealed the validity of the car: factory-owned for its first 3 years in GA and sold in 2002 at auction with less than 4,000 (hard) miles. It lived in and around the Baltimore MD area and was purchased in PA by Matt Printz of Krona Performance WV. He was quick to procure some proper Viggen 5-spokes, replace the questionably repaired exhaust system with one of his own stainless creations, and right much of the deferred maintenance (we can all relate). But then what? Why not share this piece of history?

The incredible progress coming out of the Saab Heritage Car Museum USA in Sturgis SD hatched a wild plan to add this stealthy jet to the collection in proper fashion by driving it half-way across the country in one final sortie. The approaching 2019 Saab Owners Convention celebrating the 20th anniversary of the Viggen presented the perfect opportunity for Matt to coerce some fellow jet owners to join the squadron. Jason Duncan and Nelson Nieves of Elite Motors NY, Allan Holmes SCNA Board Member of VA, Shane Mulcahy of Swedish Performance NC, and Donald Northam VA accepted the call.

Day one saw the Flight Academy Viggen piloted by Printz, a 2001 black convertible piloted by Holmes, a 2001 steel grey coupe piloted by Mulcahy, and a 2000 silver 5dr piloted by Northam take-off from WV. Up north, a 2003 SE convertible clad in dolphin grey Viggen panels set out from NY with Duncan at the controls. We would all convene in OH for lunch and push on to Brew City Boost in WI by dinner. It quickly became evident no better group could have found themselves on open road together. The

pace was brisk, the pack tight, the maneuvers concise and seamless. One would think we had been driving together for years. Those initial 900 miles were gone in a snap and uneventful save for the controlled chaos around Chicago. Our kind hosts Casey Richmond and Kelly Chapin at BCB opened up their capable shop for a full tour before whisking us away to a quaint pub loaded with local fare and libations. A belly of cheese curds and Spotted Cow was a proper bookend to our kick-off day.

Day Two offered up much more to see and take in than the previous. Graced with the bluest clear skies, we were bombing across the true heartland of farm after farm, rolling fields and mighty wind turbines. The calculated movements and spirited fly-bys continued to keep us entertained in-between long driving stints. Nelson, the sole co-pilot of the group, was quick to lock in an off-the-cuff destination and Airbnb for our large caravan in Sioux Falls SD. We landed in town just before sunset and were greeted by another great local eatery. The final jaunt to our accommodations found us kicking up dust down a few miles of gravel road in the near pitch black. Nelson could not have found a better gem of a crash pad with an unassuming warehouse structure housing what felt like a genuine trappers' lodge, complete with bear skin draped down the stairs! Everyone claimed their respective room, as there were plenty, and we all gathered outside to take in the moment and millions of stars in the night sky like none of us had ever seen. The much needed rest that followed was simply soul renewing.

Day Three's early morning found us humbled and feeling bittersweet to have to depart so soon but our plans were stacked with sights en route for western SD. We continue to reminisce about that place in the middle of nowhere. We of course had to witness the famous Falls and had another beautiful day to do so. The theme of the day quickly turned to full afterburner, with wide-open roads ahead of us and some of the highest posted speed limits in the country. We were all pumping with adrenaline, averaging near triple digit speeds for hours. Our next must-see had us taking the Badlands loop, an otherworldly experience for everyone and yielding some incredible backdrops for photos. Sturgis and the wonderful folks and volunteers for Night at the Museum awaited and we pressed on for a late afternoon arrival. It felt like a real heros' welcome when we pulled in, with Tom Donney himself ushering our line of insect-peppered steeds inside the museum and "our" (as he put it) new Viggen specimen into its proper position. Matt looked truly emotional posing with the car one last time, hugging its hood and wishing it well. A few thousand miles behind the wheel had created a deep bond with the chassis but the car was home. The dozens of diehards around us continued that spirit of home and we were grateful to break bread and share our journey.

Day four had us still in tourist mode, Mount Rushmore too close to bypass. It was a fun bucket list notch but



All photographs provided by the author.

the roads up and out were the reward. Seeing our fellow convention attendees along the route had us playing honk tag and further built up our anticipation for the long weekend. The vast Wyoming scapes that separated us from the hotel had us again feeling completely out-of-place and right where we belonged all at the same time. There was an anxious air to finally have some downtime to decompress, think about how far we had come, and unwind with our brethren in Saab.

The convention days five, six and seven were a blur and we are thankful to have a number of talented folks who documented what transpired. A highlight was contributing to the massive Vigen turnout and having one of our own (Shane) featured as a VIP inside the hotel throughout the weekend. His masterfully upgraded example (hat tip to Krona Performance) was certainly worthy of all the attention in garnered. Jason's dolphin grey drop-top had a huge fan club of its own, taking home a People's Choice award. Allan and Nelson were unsung heroes behind the scenes and put in great work alongside the board and Rocky Mountain Saab Club. What they are able to coordinate every year is nothing short of extraordinary.

Day eight was a sobering morning, as the group would lose a few members to other obligations. Jason, Shane

and Donald pressed on with no real destination and only pavement to pound, all eager to make the return east a quick and painless one. Night fell and St. Louis seemed like another Airbnb opportunity. Nelson booked us a bona fide fourth floor penthouse suite, albeit a dated time capsule of the 70's and far-removed from

paradise we had found in SD. Exhaustion took over before we had time to be bothered.

Spirits were high to make Day Nine the final day and push for home. Another farewell was in order for Team Elite Motors, who broke off after breakfast toward the northeast. The dolphin had been a joy to see in motion each day. Goose and Maverick locked in on VA and NC, a tandem hooah headed east. The solo finale, though short in miles, felt like an eternity without having a wingman in sight. Dogfights with four other jets had truly made time slip by and were memories to be grateful for. The 4500-odd miles were hard to fathom, and none of us can still believe the mutual absurdity and genius of completely throwing care to the wind. We will forever have one hell of a tale to tell about our Hardknock Vigen Flight Academy, a journey that was nothing short of epic.

From our Sioux Falls Airbnb guest book entry: "Over 100 years collectively, our group has had a passion for a little Swedish brand (Saab) and all that has led us to the slice of heaven in SD. Our bodies and souls are fresh and renewed, ready to tackle 100 more years of passion for friends, family, and experiences like these. From the bottom of our turbocharged hearts, thank you."



Classified Ads

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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

1991 900 Turbo Hatchback.

Color: Grey - Trans: Manual - Mileage: 97.8K - Price: Best offer over \$10,000. One owner, garaged kept factory tuning kit 185HP plus, Abbott stainless exhaust, Paint very good, Dash very good, Driver's seat worn the others very good. Needs a headliner. Saab Guard. Sony 10 disc CD changer. Bentley manual, Steel wheels with snow tires, Bear cat scanner, I have the parts to convert it back to 160 HP and regular gas. I am 82 years old and have had Saabs since 1980. Contact: George Pfister, Wellsburg, WV. Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20011622671gpfis> Phone: 304 281 4736.

1991 900 SE Convertible.

Color: Monte Carlo Yellow - Trans: Manual - Mileage: 76,500 - Price: \$30,000. 1 of 300 produced. Everything works except 1) heated seats 2) power-door locks. Nothing is required except an oil change in another 4,000 miles. Clean carfax. Carlsson Edition Aeroflow bodykit - wheel arches, fog lights and cover (included). Wood Dash fascia (from commemorative edition). Redbox APC Unit. 16 inch Saab 9000 Aero wheels with Alloygator rim protection. Saab 9000 Airbag with Griffin emblem. OEM convertible top boot. H4 Eurospec headlights. Rear Decor Panel (Eurospec version - super rare). Clear corner lights and side markers. Air adjustable rear air spring airbags (height control). Fold down wind deflector. Griot's Garage Car cover. Full ceramic exterior coating. Custom dual color leather steering wheel wrap. Bluetooth phone connectivity and smartphone music

connection with USB connection. Thousands in extra parts. Brand new convertible top. Custom made racing pedals. New interior door panels. Clean title. CarFax and Autocheck report included in the picture gallery. Meticulously maintained. Near perfect condition. Free VIP exotic car enclosed shipping to anywhere in the contiguous USA. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/900convertibles.html#20021068671jkuo> Contact: Joseph Kuo, Houston TX. Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20021068671jkuo> Phone: 832-280-7914.

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Wanted

900 Turbo SPG.

I am looking for a Saab Turbo 900 SPG (any year any mileage to be considered). Price that is willing to be paid is very flexible as the proper unit will certainly demand the appropriate price. Will consider any OEM SPG exterior colour and any original mileage. The vehicle must have thorough service history documentation dating back for a lengthy period of time. It must be in immaculate, original and extremely well maintained condition throughout, including but not limited to: the entire interior; leather seats and undercarriage. Manual seatbelts are required. Minor tasteful upgrades (ex. Bluetooth cell phone connection, Sirius) are welcome insofar as they do not detract from the overall originality of the vehicle. Please contact me if you have such a vehicle, or know of one. We are open to considering excellent examples of such an SPG coast to coast (CANADA and continental USA). Thank you very much for your consideration. Contact: James Vlasits, Toronto ON CANADA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200224james> Phone: NA.

C900 Clarion Radio and 9-3 Vigen Alloy Wheel.

WANTED: 1) For '92 900T: Clarion Radio, w/ or w/o extra disk player; convertible top, prefer tan, consider blue or black; driver's seat; 16" 9000 wheels set of 4. 2) For '00 Vigen, original alloy wheel. Contact: N E langland, Denver, CO. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200310neeng> Phone: 303.623.4549.

Classified Ads Cont'd

MSS Widened Soccer Ball Wheels.

Looking for Motor Sport Service (MSS) widened Soccer Ball Wheels for Saab 96 and Sonett. Pictures are from the MSS catalog. Wheels are no longer available from MSS. Rebuilding my 1971 Saab 96. Photo available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/wanted.html#200120dgraf> Contact: Daniel Graff, Columbia VA Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200120dgraf> Phone: 202-309-1127.

Parts and Miscellaneous

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.



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Saint Paul, MN 55111-0418 USA

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