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The Saab Club of North America Magazine



JULY-SEPTEMBER 2020 #361

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# Contents

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### Editor's Notes:

The corona virus has put a crimp on group Saab events: the Saab Owners' Convention is postponed for a year, and the 20th anniversary Saabs@Carlisle gathering was postponed to August 14 - 16, 2020, just to name a few. This spring most people are staying closer to home and closer to their Saabs. But there is one specific Saab that demands to be driven this time of year. So this issue has quite a bit of information about Saab convertibles! The photograph on the cover, by the editor and publisher, is from the 2011 Saab rollout of the 9-4x, where the anniversary convertibles were being shown off, old and new. And what led to the actual birth of the Saab convertible, told by the man who made it happen, is on page 28.

There is also an article by a person I hold dear to my heart, my wife, on why owning a convertible is good for your mental health (page 36). Being married to me, she would know. And speaking of the SOC, there are plans for an UNconvention on page 12. Still in the early stages as of this printing, keep an eye on the SCNA Website (saabclub.com) as more details emerge. Stay safe!

# Letters

## Sonett Spotted!

Hi Seth,

I wanted to write a quick note of thanks to you and the contributors at *NINES* for such an excellent and cohesive recent issue (April-June). The theme of preservation connected all of the content, and the passion that shone through the writing reminded me that Saab, for all its hard knocks, at least is continuously blessed with loyal fans and ardent supporters.

Strategizing new ways of keeping Saab relevant and dear to collectors and future hobbyists can sound cold and calculating, but, as Mr. Bleimaier insists, this is necessary to ensure continued interest in these cars and help bolster values. A Saab at Pebble Beach? Why not? A Sonett would be right at home in terms of provenance, beauty, engineering, and design.



As the newest Saabs on the road are quickly becoming old cars themselves, it is important to maintain a mindset of preservation and elevation. We must continue to preserve these cars for future generations, while also elevating the status of the brand into something more highly sought by the hobby's cognoscenti. None of us want Saabs to be unattainable to the true fans, but at the same time we need to recognize the importance of a car's monetary value in keeping examples on the road and out of the scrapheap by justifying the high expenditures of time, money, and other resources needed for proper preservation and restoration. If an E30 M3 now fetches \$50k, why is it so hard for an SPG to pull \$25k? We may be biased, but our cars certainly seem undervalued in the current market, which unfortunately means restoration and even continued maintenance are losing propositions for many budget-conscious owners.

Tom Donney is a visionary in this respect, and the efforts he and his team are dedicating to the Museum deserve great applause. Preservation-focused writings in this magazine surely help the cause as well. So thank you again and keep up the great work, everyone!

All the best,

Evan Acuna  
Collingswood, NJ

PS: I've attached a photo of a Sonett III that I'm 99% positive featured in the LPX music video mentioned in the April-June Letters section. I walked by this car years ago, sitting in front of an oddities shop in the Williamsburg neighborhood of Brooklyn. I popped into the shop to ask about the Saab (and the Alfa GTV and motorcycles). The owner explained that he rented them out as movie props. Given this, along with the video's NYC scenes and Williamsburg Bridge fly-by, I think it's a good guess we're looking at the car from the video.

### Good Read!

Finally had the opportunity to sit down and read my recent *NINES* #360. The article, "The Things You Learn About Your Saab," was a pure joy to read. Thank you, Mr. Miller, for telling me so many things I did not know!

You see, I am also restoring a 1967 95 two-stroke, with the help of my friend, Tom Cox. Or at least we were until this damn virus.

I have been around Saabs since 1989 when I sold my first one and knew the quirkiness of the brand was sure to make us soulmates, but still never even driven a two-stroke. Your column has me so excited to get back to work!

Let's all hope we all can "play car" with friends again soon.

Thanks too to Seth, for helping to keep us feeling connected in this current atmosphere of isolation.

With Saab Love!

Julie Gardner  
Lancaster, PA

### In Memoriam:

Bil Walters died on March 2, 2020 after a long illness.

His wife wrote to tell us she is comforted by driving his 1997 Saab Aero (once MUD season is past).

Christine M. Tattersall (his wife)  
Grafton, VT 05146.

*Bil wrote a book about his time working for Saab, from the 96 to the 9000. The title is "Bil - A Car Guy's 25 Year Journey with Saab." We are saddened to hear of his passing.*

## Letters Cont'd

### Not Another Saab?

Seth,

I hope this finds you and your family safe and sheltered.

As promised here are pictures of the sailboat that I named "Not Another Saab." The short story is my wife said I could not get another car since the garage is full, so I bought the boat instead. While my son and I were towing it home, my son came up with the name. So for Christmas they got me the name as a decal and this spring I put it on the boat. So if it is windy I sail, but when calm I drive one of the flatnose convertibles. To honor Ed Lorenz, I have a Rhinebeck Aerodome patch on my jacket from the first gathering of convertibles a few years ago. There were four original verts that year.

All the best,

Chuck Lage  
Landenberg, PA



### In Memoriam:

John Webber died on June 6, 2020. He was 57.

*The following was written by Allan Holmes, an SCNA board member:*

Saabs@Carlisle would normally be overwhelming for any first time Saab enthusiast attendee, yet, fortunately for me I had the perfect Saab guide in Ben Hinkle to help me navigate the sea of Saabs. This particular year there was a virtual rainbow of 99 models on the Showfield and the spectrum of colors was like tearing into a bag of Wild Berry Skittles --- there was an electric blue, a pale yellow and a vibrant brown among others. However, on this particular day the one and only 99 that commanded my attention was the one dressed in Skittles Starburst Orange, the builder and owner of this car was John Webber.

John was one of the first Saab owners that I met on this day and I immediately knew he was a true Saab aficionado. Over the years I came to realize just how special and devoted John was to his family and the Saab brand. John told me all about the Central Penn Saab Club and ushered me into the membership fold. I will forever hold numerous memories of the times that I would see John and engage him in conversations about Saabs. Yet, the most memorable memory was the first time that he invited me into his home. I met his son, Ehren, during this visit, who is a wonderful person and an even better son --- the bond between this father and son team is remarkable. John was so proud of his family and also of the amazing 99 that he built. He was such a considerate individual that he even asked a fellow Saab 99 owner, who also owned an orange 99, if it would be okay with him, if John changed the color

of his 99 to orange --- a real gentleman's gesture. We were treated to a complete walk through of his beautiful 1978 99, one could not help but be amazed by the level of work and detail that John put into this piece of art. John even gave us a tour of his home, showing us all of his Saab memorabilia that he had collected over the years.

We recently lost John, quite unexpectedly, leaving a void within our tight knit Saab community which may never be filled! Every year, the first thing I do upon arriving at Saabs@Carlisle is to head over to the "Big Saab Tent" and find John's orange 99, which is always in the same spot waiting for me to place my "Toys for Tots" donation in his car.

Rest in peace John and know that our Saab community will forever be there for your family.



Photograph by Ehren Webber.



# From the Archives

**By Bruce Harbison**

*Last week I enjoyed reading about a short driving trip posted on Facebook by my friend, fellow Saab owner and well-known Saab Community member Ed Lorenz. Ed included a photo of his article highlighting a letter he received from Earl and Hazel Weeks sometime before June 1996. Ed wrote an introduction and sent the letter to Tim Winker, editor of NINES at the time. Tim included the letter in NINES # 230, published for the above date. The photos and letter below give the reader a look into the early days of Saab sales and service in the New England area. The article is entitled Earl's Garage.*

"We purchased the Garage and Gas Station in East Springfield in September of 1960. We were young and excited about having our own business. Earl had worked as a mechanic at the Chevrolet dealership in Cherry Valley, however, he had always been interested in foreign cars and owned a Morris Minor at the time. The veterinarian in Cherry Valley owned a SAAB (probably a '59) and brought it in for service. It was an impressive car, and very good in the snow (of course).

Interest increased and we wrote to SAAB Motors. They invited us down to visit the depot, so we drove to New Haven, Conn. Sometime later the area manager helped to get our application approved. The local bank gave us a floor plan for new cars.

We became a SAAB dealer on February 14, 1963, and probably only sold two or three cars the first year. Probably we were the smallest dealer in the country. Those first few years were lean, but Earl enjoyed working on SAABs and started drawing customers from the surrounding area. We had the same garage - a wood frame building with a two-bedroom apartment upstairs where we lived and started our family of three children. This was on maybe one-half acre of ground.

In 1965 there was a dealer incentive. Our goal was set on average sales, so it was low. Earl sold his quota and earned a trip to Sweden along with 200 other dealers and wives. I was able to go along by paying plane fare, around \$300. That was the trip of a lifetime. We toured Sweden by bus, seeing points of interest as well as the SAAB Automobile and Aircraft factories.

Our sales may have averaged about 25 cars a year in the later years. In 1967 and 1968, Earl met quotas and earned week-long cruises to Nassau, St. Thomas and Puerto Rico.

SAAB Motors in New Haven was extremely dealer friendly. We drove many of our new cars from New Haven to East Springfield. Earl would pick up parts for repairs on nearly every trip. Sometimes he would take friends along



and pick up three new cars.

SAAB Motors always welcomed the dealers to visit. Service schools were offered; dealer meetings to introduce new models. They stood behind their warranties and offered technical help whenever needed.

One year (1969, I believe) the new SAABs were introduced in the Pocono Mountains - one day to the news media and the following days to the dealers. One of the news reporters took a new 99 for a test drive with SAAB personnel. He was driving fast on the mountain roads and wrecked the car, rolled it as I recall. The following day all of the passengers were at the meeting, lame and sore but not hurt seriously.

As you have probably heard from Lance and his Dad, we had a SAAB Owners Club organized at the dealership. Again, many good memories. It was family oriented. We held monthly meetings and sponsored rallies and gymkhanas ending with social times, picnics or just refreshments. One time, officers of the National SAAB Club came to visit and speak at our club.



## From the Archives Cont'd

Earl says his favorite model is probably the 3-cylinder, 2-cycle. As a woman, I remember trying to convince service station attendants that I really wanted to put that can of oil in the gas. Then the four cylinders came out and it was just as hard to convince them that I didn't need oil!!

In March of 1971, our frame building caught fire from undetermined causes. The firemen did a good job and saved parts of the building, but we lost a lot. We had worked hard for 11 years and just didn't see how we could rebuild.

Financially we were under insured. When everything was paid off, we ended up with a 1971 SAAB 95 which I drove for the next 11 years. We really enjoyed that car and it was a good size for our family.

The SAAB Club was a great help after the fire. When we got straightened around, Earl took a job as a SAAB mechanic at Paolozzi's Car World in Marcy, New York. Before winter that year we made the decision to move to Florida where we have been since."

*I received this letter from Earl and Hazel Weeks, now of Florida. They were the owners of Earl's Garage, a Saab dealership once located in East Springfield, New York, about 60 miles west of Albany, and about 30 miles southeast of Utica, on Route 20. The region is very rural, with Cooperstown being the largest village of note in the area.*

*About 25 years ago, I did an article in NINES, ( Hope Tim does not mind the reprint, if it is even readable), about my correspondence with Hazel Weeks, who owned Earl's Garage, with husband Earl, in East Springfield, New York, on Route 20. For a very rural "community", at the northern end of Lake Oswego, they were very active in putting on events to promote the cars that they were selling, SAABS, thru the 1960's. Back in those days, New York had more SAAB dealers than any other state.*

Ed Lorenz Oneonta NY





# Roland George's Saab Shop

By Blake Z. Rong

Reprinted from *Jalopnik*, with permission.

To get to Roland George's shop in Brooklyn, you take the A or C trains out to the Shepherd Avenue station, deep into the part of the city where the tourists don't visit. But all the world passes through New York, and all the legions of Saab devotees up and down the Eastern Seaboard pass through Swedish Auto Service in East New York, the shop that Roland George has run for the past two decades. It is the last establishment in Brooklyn to specialize in Saabs: a rare beacon, for a dying breed.



**All photographs provided by the author.**

It's funny: you can find anything in New York, if you look hard enough. Venture far out enough and you can find any language, buy any vital and exotic spice, dive through any treasure trove of obscurity, get anything rebuilt, spiral through any rabbit hole--imagined or literal—that the human heart can fathom. You can even find someone who knows how to work on the most niche modern car of all.

Everybody moves to New York for a reason. When George was 12, he emigrated to Brooklyn from his native Trinidad and Tobago. He planned to attend college for business management. To pay for tuition, he took a job working on cars, apprenticing for three years with Ranford Palmer, the former master technician at Zumbach Sports Cars in Midtown Manhattan, whose overall history dates back to 1905, when it once serviced Bugattis and Duesenbergs. By the time George arrived in New York, Zumbach was almost exclusively hawking Saabs and Audis. Palmer set out on his own, founding a shop called Swedish Underground. George followed. And when Palmer eventually retired, moving to Atlanta, George took over.

There are zero Saabs in Trinidad, George laughed. The year was 1999, "just at the height of the Y2K scare," he remembered. "And I was like, oh, what a time! You know? I called [my mother], I was like mom, I found this shop,

and I'm working on weird cars. I've never even heard of it. You know what? I think I'm going to take a year off, and I'm going to do this. And after much, much convincing, she agreed that OK, that's what you wanna do, then that's what it is. I've never turned back. And now, here I am."



George is youthful and lean, with shoulder-length dreadlocks and a warm handshake. He seems perpetually happy, despite the cars he works on.

On a sunny weekend, he showed myself and Raphael Orlove around: There was a 900 convertible with an American flag painted on the hood, an early 9000 with a blown motor that was his personal project, a few engines he was rebuilding, his wife's 9-3 wagon, and a handful of modern Saabs in for maintenance. His daughter Renee, a senior in high school, told us about her plans to go to art school, of taking summer courses in photography with NYU. He embraced her for photos. "She used to go to all the Saab meets," he said, holding his hand out, "when she was yea high, in a Saab jacket."



## Roland George's Saab Shop Cont'd

In those early days the classic 900, with its longitudinal front-drive setup and bizarre engine/transmission positioning, piqued his interest. "Why is this so challenging for every other mechanic? I wanted to see why that was, while figuring this stuff out. Not that Saabs are complicated, it's just that there's one way to do it. Once you get that down, it's so simple. Just follow the formula."

"Brooklyn has become a sophisticated metropolis on its own," said Mark Skinner of Zurich Classic Motors, "and has now attracted a large, youthful, professional base, that has somewhat of a disposable income and are interested in the retro fashion of modern classic cars."

Skinner first moved to New York in 1985, and has watched the world change around him. He has known George since 2013. At Skinner's garage by the Gowanus Canal, where he keeps six Saabs and one leering freak of a Lancia Delta, George did something rare: He made a house call.

"He came with a whole air conditioning diagnostic machine, which could fit in the back of a 9-5 wagon," said Skinner. "He brought his shop to me. That speaks volumes. Again, it wasn't some crazy extra charge and all that. His easy manner, certainly easy yet knowledgeable. Nothing's gloom and doom, it's just—this can wait, that's immediate. The sort of things that you look for in a mechanic. Not to strike terror into you."

For 15 years, George's shop was located at the corner of Atlantic and Classon, in Clinton Hill, Biggie's old neighborhood. (His one-room shack by the Clinton-Washington C train stop is now renting for \$4,000/month.) He moved once, sometime in the end of 2013, across the street: from the garage of a BP gas station to his own space, a squat yellow building. The property upon which the BP station sits, now closed, is worth nearly nine million dollars. Bars in the neighborhood wear names like Glorietta Baldy, Sisters, and Friends and Lovers. For a long time the only way to spot George's shop was to look for a wall of tires from the Flat-Fix next door, then a sign half-covered by graffiti and reading in hand-painted letters: "ATTENTION LANDLORDS our FUEL OIL Price Is Right!"

Also, look for the street-parked Saabs, which the staff had to move every week for street sweeping.

The operation went swimmingly until earlier this year, when the lease was up for renewal.

The landlord planned to increase the rent by a "crazy" amount, said George. He had been given sufficient notice. But the landlord vacillated: maybe Swedish Underground could stay at the current rate, or maybe the rent would go up, but not by that much. And then, just before the end of the lease, the landlord made a decision: The building was



to be demolished. "So I was like, well, dude, you're telling me that we can leave it at the current rate, but now... I was like that's it, I'm done."

George had cars he was scheduled to work on. He had to find a new place, and meet his deadlines. "I just did it out of the garage at my house," he shrugged. His garage was in Long Island. So he painstakingly towed every single car back to his home, put in the extra hours, and as he tells it, got the work done.

Daven Johansen is 36 years old, lives in Brooklyn's Windsor Terrace with his wife and two toddlers, and works in construction management.

Johansen has known George for 14 years. This past June, he found out that George was about to lose the lease on his shop. "I felt helpless," he told me. "I felt that if I raised a couple grand, it would cover the cost of him moving shops. I know he had at least three to four customer cars to move, tons of toolboxes, and at least

***Saab Shop continues on page 10.***



three giant lifts. The crushing price of real estate and doing business in the city is unimaginable. A hard-working guy like him, running a business. Everyone comes to Roland. He's the guy."

Johansen set up a GoFundMe to "Save Swedish Underground." He penned an ode to George and his character, describing the time he saved Johansen's wife's 9-5 wagon: "Roland not only saved my wife from a disastrous day, he also possibly saved my marriage in the process. A lot hangs in the balance when we force high-mile old SAABs on our significant others."

Out of a \$10,000 goal, the GoFundMe raised \$480. Six donors chipped in up to \$100, high for a crowdfunding campaign.

"I told him, it was completely not necessary, but he did it anyway," said George. "It was a nice gesture."

Johansen later wrote in an email: "the auction did not raise anywhere near what I'd hoped, but Roland was back up on his feet again in his new location so quickly, the whole endeavor was probably unnecessary."

George's new shop is in East New York, south and

east from everything we imagine about Brooklyn, a few blocks from a line of modest auto-body shops designated as the Auto District. Compared to his previous shop on Atlantic Avenue, he now has three times the room for cars, and it is close to the C train, a necessity for his customers. There is a yard and lifts both inside and outdoors—no more street parking. Inside are gloss-white tiles curving over an archway, denoting early 20th-century history—a gasoline station, perhaps, during the early years of the automobile. A few weeks after he moved in, he had new concrete installed—which took two days, 14 men, and eight cement trucks to lay down concrete eight feet deep. To commemorate this new beginning, George pressed Saab badges into the fresh concrete.

Saab is a car usually admired ironically, but it turns out that they're good cars. People fall in love, and then they can't help but hoard them, holding on as long as they can, believing in the brand's longstanding, supposedly independent streak—which comes with a shred of irony, considering its final years as a neglected arm of the then-largest carmaker on Earth. "They're coveted, and they're beloved, and I love that," said Johansen. "Whether it's the turbo fanboys with the flatbrims and Monster stickers driving a 2004 9-3 Aero modified through the roof, they get a real thrill out of driving them and talking to other people."



## Roland George's Saab Shop Cont'd

“Not only the last one, [George is] the only one,” said Skinner. “I know of other European car shops, but there are no specialty Saab shops. That’s what he does. He does Saabs.

“New York’s a tough city. People are like, ‘this guy’s wasting my time.’ Never got that from him...he’s always happy! It’s hard to find a mechanic who’s joyous, happy and free.”



# SCNA 2020 UNconvention

*In this very unusual year, with the pandemic causing the cancellation of the Saab Owners' Convention, the SCNA board would like to stage an "UNconvention" in place of SOC.*

*Just what IS an "UNconvention" you ask?*

*The basic premise is to have FUN with the fact that SOC didn't happen. Despite the cancellation, this is an opportunity to engage YOU, our members, and encourage us all to embrace the Spirit of Saab. Even with the reality of social distancing, we feel that engaging our members—by hosting a "virtual convention"—would help us all celebrate our love for Saabs in some way.*

*Our plan includes having special commemorative items for sale (via our website), which may include:*

*T-shirts*

*Hats*

*Rally Plates*

*Pins*

*Decals*

*We plan to have a portion of the proceeds go to the The Saab Heritage Car Museum USA and to the Saabs@Carlisle team to support their promotion of Saabs at the rescheduled Carlisle meet in August.*

*In addition, we plan to have a commemorative "giveaway" item for our members.*

*And we did not forget having an Awards ceremony! The 2020 UNconvention Awards would be presented to the 3 finalists in categories a little different than usual, created in a light-hearted, tongue-in-cheek manner. The Awards we present would include:*

*In place of the Preservation award, we propose the "Destruction" award—presented for a Saab that was destroyed in the oddest way (NO accidents or harm to anyone, just Saabs that were lost due to a twist of fate),*

*In place of the Young Enthusiast award, we propose the "Mature Enthusiast" award—presented to members over 55,*

*In place of the Sinclair award, we propose the "UNclair" award—for the worst-looking (but still daily operational) c900 convertible,*

*We also desire your input and your interest in purchasing commemorative items. Please forward your comments/interest to our Secretary, Mark Welker, via email at: [secretary@saabclub.com](mailto:secretary@saabclub.com),*

*Keep an eye on the SCNA website ([saabclub.com](http://saabclub.com)) and our Facebook page ([facebook.com/saabclubNA](https://facebook.com/saabclubNA)) to stay informed on all the activities!*



# SCNA 2020 Annual Meeting

Dear SCNA Members:

Even though SOC 2020 has been rescheduled to July 15-18, 2021, the SCNA Board will still host the club's 2020 Annual Meeting, per our Bylaws. The date will be **Friday, July 17, 2020 at Noon EST**. All members are welcome to "attend" this "virtual" meeting. You may call in to this conference line: **1-857-444-6500 (conference code: 851022697#)**. During this call, which will be hosted by SCNA President Sanford Bogage, the Board will present the following information:

- Current "State of SCNA" (regarding any upcoming events and future SOC information)
- A Financial report
- A Membership update

There will also be a Q&A session to follow these reports. The meeting is scheduled to adjourn at 1:00 PM EST.

As this is the Annual Meeting, there are also three Board positions up for re-election, as follows:

- Director: Shelly Baxter
- Director: Allan Holmes
- Secretary: Mark Welker

All members are eligible to vote, one vote per member. This year, due to the unusual circumstances of the Annual Meeting, both paper AND voice-voting will be utilized. Paper ballots were published in the April/June issue of NINES (Page 32). For a paper copy of the ballot, see NINES #360.

Completed paper ballots are due by **11:59 AM EST on July 17, 2020**.

If you mail your ballot, please use the address below:

Saab Club of North America  
P.O. Box 11418  
Saint Paul MN 55111-0418

If you've already sent in your paper ballot to the hotel, don't worry - the hotel will forward them to the SCNA.

The SCNA Board wishes to express our gratitude in advance for your participation in the Annual Meeting, and we wish all our Members and their families good health and safety in this difficult and unusual time. YOU are the essence of the Spirit of Saab and the most important reason why this Club exists! Keep on Saabin'!



# Delaware Valley Dash and Dine

*By Even Acuna*

It was Saturday morning. It was the weekend of Rally Sweden. And it was a crisp, fourteen-degree day as calm, bright, and still as a sky-blue blank canvas—the kind of day that makes authors and painters of its inhabitants and begs all present to fill its pristine wilderness with the variegated pastels and jaunty stanzas of a time well-spent, to preserve for later recounting the full color of a wholly realized moment.

In short, it was the perfect morning on which to begin our Delaware Valley Dash and Dine, an orchestrated drive through New Jersey's pastoral Hunterdon County with stops at local farms and restaurants along the way for some of the freshest food and drink the state has to offer.

area a model of the farm-to-table mentality and ethos of sustainability that have justly become staples of contemporary American high culture.

Onto the Dash. We started off our day from my parents' place in adjacent Hopewell Township, with two Saabs and seven people. Driving to our premier of five regional sites, we breakfasted at nearby Aunt Chubby's, a luncheonette just south of the Hunterdon border in the north Mercer County village of Hopewell Borough. The present iteration of Chubby's possesses the sort of multi-generational, down-home narrative that would be the envy of any old-school New Jersey diner—my third grade teacher is part of the staff, and my dentist has been known to drop by to cut grass—yet the menu hosts contemporary choices with locally sourced, farm-fresh ingredients and creative twists



*All photographs provided by the author.*

For the unfamiliar, Hunterdon County far more closely resembles a Grandma Moses painting than the stock image of a state as haunted by misconception and riddled with pejoratives as New Jersey. Situated amongst rolling foothills of the Appalachians and straddling the Piedmont and Highlands regions of the state's northwest quadrant, Hunterdon's roads traverse farmsteads, fields, and forests as they duck and weave along the wrinkled lines of Lenape footpaths, paved-over stagecoach routes, and faded property boundaries. The county harkens back to an era in which the phrase "Garden State" elicited no irony whatsoever. And it remains an important regional breadbasket, now with small-scale organic farms, wineries, orchards, and dairies supplying directly to local markets and fine dining establishments, and making the

on breakfast classics. After a hearty meal (I ordered a burrito with egg, potatoes, and pickled jalapeños), we were ready for the longest leg of the trip.

From Chubby's, we ascended Sourland Mountain and passed the Mercer/Hunterdon county line toward defunct Wertsville, where we turned westward to Ringoes and then proceeded due north, snaking along County Route 579 from Ringoes onward, all the way to Ironbound Hard Cider. We turned left down a long dirt drive to face Ironbound's ruggedly handsome structures tucked away in serene privacy, well off the sparsely traveled county highway.

Ironbound sits on a farm of about 110 acres, much of which is covered by gangly regiments of apple trees. The



## Delaware Valley Dash and Dine Cont'd

property includes a gorgeous restored barn from the 1700s with shiny reclaimed floors from a local school gymnasium and massive, hand-hewn beams with dovetail joints, which provide a beautiful and fitting juxtaposition very much in line with the concept of a hip hard cidery on a parcel of land that families have farmed perhaps since before the birth of our nation. The building and the farm are timeless, the people friendly, the cider delicious.

We picked up a fellow travel companion at Ironbound, in the form of my brother's coworker and his black Focus ST. Feeling in some ways like a spiritual descendent of my 900 SPG, the ST made a suitable addition to our group. I operated the lead Saab (SPG), with my father and girlfriend riding along. My brother piloted my nocturne blue 9-5, his girlfriend riding shotgun, while chauffeuring our mother and her best friend as they lounged on the spacious rear seat. My brother's friend and coworker drove the sweep car for one brief stage; he went his own way after the following stop. For a moment, though, we went from simply being two Saabs out for a Saturday drive, to a small exhibition on 30 years of rally-inspired, turbocharged, front-wheel-drive, manually-shifted history.



After tastings at Ironbound, we left 579 for Route 614 west and wound down through the village of Little York, past which we briefly travelled south on Route 631. From there we turned toward the Delaware and onto Stamets Road, with its abrupt changes in elevation and tall wooded berms alternately hiding and exposing crooked snapshots of cozy farmsteads and homes tucked amidst the hills. We parked in a small gravel lot up a steep drive for Bobolink Dairy and Bakehouse, a purveyor of gourmet breads and raw cowmilk cheeses located in another beautiful barn, this one fronting the roadside and welcoming guests with an earth-toned and cheery elevation.

The most striking feature upon entering Bobolink is the lack of pretension. The farm's cheeses have won international acclaim, thanks in part to Anthony Bourdain having been a big fan, and yet you step inside to an authentic working barn with friendly, busy people who have no time for veneers and window dressing. The tasting table is a simple counter and the thrilling flavors of the cheeses

contrast sharply with the quiet austerity of the environment. The dark, cave-like barn offered a momentary respite from the bright and clear skies outside, providing the perfect setting for focusing on the quality and complexity of our many sampled cheeses and breads. We left with several bags in hand, into the dazzling light of our early, mid-winter afternoon.



Our next and penultimate stop would be the Black Bass Hotel, c. 1740. Situated at the bank of an historic canal and overlooking the Delaware River, the quaint comfort of the Hotel's interior and the view out the enormous back windows have changed little in hundreds of years. The water is so close and its view so unobstructed and pristine, it becomes easy for guests to imagine themselves on a steamship momentarily anchored. The Black Bass sits across the river from Hunterdon in picturesque Bucks County, Pennsylvania, home of New Hope and a River Road (PA State Route 32) that winds daringly within inches of 18th- and 19th- century structures in a manner reminiscent of Monte Carlo. Along much of its length, Route 32 affords panoramic views of the sparkling Delaware to one side and imposing red cliff faces to the other.

Leaving Bobolink to continue on Stamets, we reached a T-junction with New Jersey's own River Road, NJ State Route 29. Actually, 29 doesn't begin until just south of the riverfront Frenchtown with its charming downtown and beautiful Victorian homes. Regardless, the way from Stamets to our next destination was southward along the eastern bank of the Delaware. Nine miles south of Frenchtown, we pulled into a public park. This is Bull's Island, where a canal on the Jersey side carves a narrow island between itself and the meandering Delaware. Drive across the wooden planks of the bridge over the canal, and park on the island a couple hundred feet from the river. An elegant footbridge, built atop retired and repurposed abutments that once supported a far girther structure, leads from the island to Pennsylvania and the Black Bass Hotel almost immediately adjacent to the bridge.

Walking over the footbridge high above the water, with long views off the sides in either direction of the

***Dash and Dine continues on page 31.***

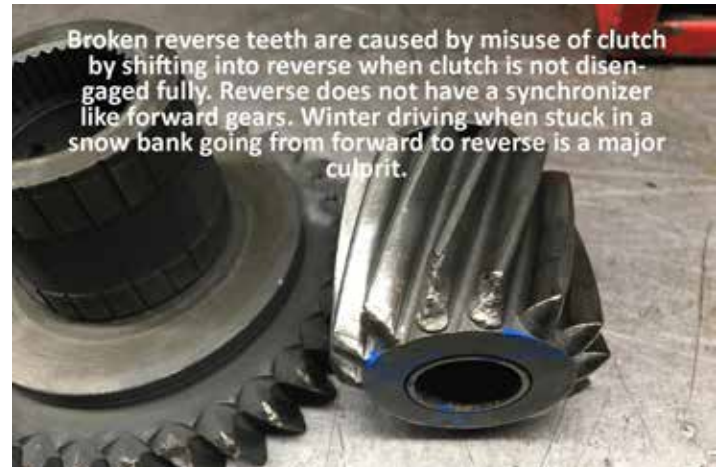
# A Few Good Transmissions

By Jerry Danner

I enjoy sharing my knowledge and also gleaning from others knowledge. This was not invented by me and I do not know where it got started. However, I have been using this for 25+ years. Having a C900 5 speed transmission, pop out of reverse has been a common problem. It comes from improper use of your clutch: jamming into reverse can result in breaking the leading teeth off the slider and reverse gear. When backing it will violently pop out.

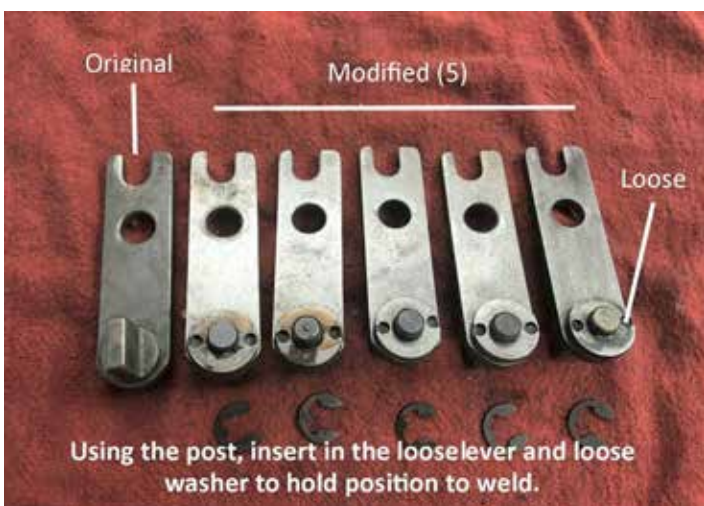
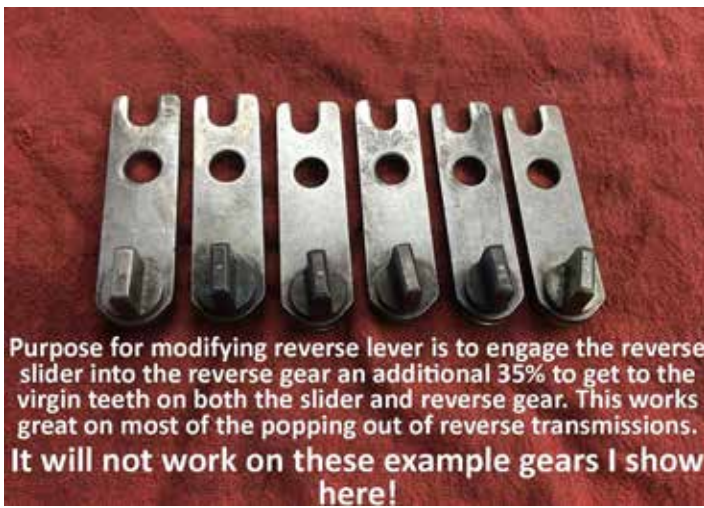
This modification will allow the slider to engage into the reverse gear approximately 1/4 inch further going deeper and bypassing the broken teeth - a procedure to possibly solve your problem without pulling your transmission and replacing reverse gears.

Takes an hour of time and a side cover gasket. If your gears look like the ones in these pictures, YOU ARE DONE! If you do not have or have access to a MIG welder get with me, send me \$20.00 + side cover gasket and shipping and I will send you one. I need your old one back. Give it a shot,





## A Few Good Transmissions Cont'd



All photographs provided by the author.

# On the Column



By Bob Miller

## **The Things You Learn About Your Saab**

(When You Have Had It For 50 Years)  
Part Deux

OK, so, I wrote the entire last column about the things I learned in just the first year of driving a '66 Saab 95 2-stroke. What about the following 49 years? Well, the learning curve became a bit less steep, but there was still plenty to learn:

You learn that, on longer road trips, you had better look at your dealership book in advance and know where to find them. You also had better pack plenty of Hi-M, because no one besides Saab dealers has it. I am happy to say that in 50 years of two-stroking, I never had to settle for using 4-stroke oil. Lots of room under the back seat for cans/bottles of 2-stroke oil. In more recent years, I became an Amsoil dealer and supplied myself with 100:1 oil, although I never used such a lean ratio. Even at 1 pint in 8 gallons of gas, that came to 64:1, twice as oil-lean as before, without any issues, and with a lot less smoke. Just a sign that oil technology has advanced.

That dealership book will come in handy again, if you ever need a repair on the road, because it's the rare mechanic who will even look at a Saab. Fortunately, I had begun the long journey toward becoming a mechanic at about the same time as I inherited my father's Saab. This was because I had purchased a Honda Super 90, only three years old, for \$200, half its new price. I did this not only for fun, but because college freshmen's cars could not park in the on-campus parking lots, but motorcycles could, and my friend was moving up to a larger bike. In fact, motorcycles could park in any lot on campus, even the ones reserved for faculty and employees. 100 miles per gallon didn't hurt anything, either. I would have preferred a 2-stroke, but the Honda was available and affordable (my next motorcycle was a Yamaha 350, an amazing 2-stroke. I still have two 2-stroke motorcycles, one of which is running fine at 44 years old).

One day, at the Honda dealer for a routine service, I spied on a rack a repair manual for my bike for \$10. As I was paying \$10 per hour for service, this attracted my

attention. Heck, the bike came with a tool kit; all I had to do was learn how to use it and I could save a bundle on service. What could possibly go wrong? I was very lucky that the Honda was well-nigh unbreakable, as I made most of the mistakes it was possible to make whilst teaching myself how to service it. Ah, the confidence born of youthful ignorance! This certainly did not qualify me to work on the car, but it gave me an idea of what points and condensers were, how drum brakes work, what carburetors do, etc. It also taught me skills utterly useless for my 2-stroke: how to change the oil, adjust the valves (both of them!), and tension the cam-chain. Meanwhile, my Saab continued to be serviced every 3,000 miles at the dealer, a necessity for maintaining the engine's lifetime warrantee.

You learn that your dealer can lose the service book, and that, many years later, another dealer will not honor the lifetime warrantee without that book, regardless of your having every service receipt. (It never occurred to me that this might not be Saab's corporate policy, just that of a jackass dealer)

You learn that even a Saab can neither stop nor turn on black ice, resulting in a near-roll-over and your begging your mom to lend you money for studded tires. I believe that the terror in my eyes made the sale. You learn that, with studded radials, your Saab is invincible; there is no snowy/icy hill that it cannot climb. Then you learn that your Saab is not invincible after all; if the mud is deep enough, it can still get stuck.

You learn that your nearly-invincible Saab, after 10 years of year-round driving in the salt belt, needs to be re-welded back together after arriving in salt-free Tucson. You discover this when you step on the accelerator and the pedals move away from you because the only things connecting the two halves of the car are the incredibly-strong A pillars. The bottom of the fire-wall and the front floors had rusted out. Amazingly, even with this abuse, the pop-out windshield stayed in place.

You learn that, when your Saab is 10 years old, some dealers are much more interested in selling you a new Saab than in maintaining your old stroker. Sadly, one even tried to charge me for an oil change and filter. He relented when he could not show me where he had put either.

You learn that, when it is time to rebuild the engine (they seem to last about 50,000 miles if driven properly; that is, pedal-to-the-metal all the time), and it has been over 10 years since the Saab dealer went out of business, finding parts can be a problem. Fortunately, in the 1980s there seemed to be 2-stroke engines and used engine parts scattered all over the U.S. You learn that, when



## On the Column Cont'd

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splitting the crank-cases, there are two bolts that go in from the opposite side from the rest, explaining why the case halves will not separate until those sneaky bolts are found and removed. You learn that the machining of the nickel-steel crank-case is so excellent that no gasket is required between the halves. You learn that cast-iron piston rings are quite brittle and can break whilst you are trying to expand them enough to slip over the piston crown, even with a proper tool. During the same rebuild, you learn that it is very important to pay attention to the order of the parts that are fitted around the crank nose (the exploded view in the manual bailed me out of that catastrophe).

You learn that it is possible to remove the engine without a cherry-picker because you can stand on the belly-pan and straddle it to lift it off the transaxle and slide it into a wheelbarrow. You learn that the distributor can go in more than one way and you had better use that manual to get the timing right. You learn that the helical gear at the base of the distributor causes the rotor to rotate as you install it, spoiling your carefully-placed positioning. You learn that you can rebuild the engine on your living-room floor with few tools and no experience, then drive the car 500 miles to school. You learn that driving at 60 MPH for 8 hours with the windows open can be very tiring, but that wearing ear plugs makes a big difference.

You learn that NGK A-8 spark plugs are still available and work better than the specified Bosch plugs. You learn that VW beetle windshield wiper blades and latch pulls work on Saabs. You learn that a GM 80 amp 1-wire alternator will easily bolt on to replace the troublesome Bosch V-4 alternator that replaced the original generator.

You learn that the original radiator is not enough for Tucson summers, but that the cap and base are wide enough to allow it to be rebuilt with a much thicker core. Of course, now the fan doesn't fit, so you fit an electric fan in front of the radiator. You learn that the new radiator is so efficient that the fan rarely comes on!

You learn that, although your original-equipment bias-ply white-wall spare tire appears to be in excellent shape, it has become rock-hard and should be replaced with a new radial to match the other 4, again, available thanks to VW.

You learn that, although Saab engines are quite robust, Saab transaxles are not so much. And, unlike rear-wheel drive cars, you cannot just drop the tranny, leaving the engine in place. In fact, it is often easier to remove the engine and transaxle together (now that a cherry-picker is available). You learn that, when you change the clutch, you will never get it aligned properly for re-installation without an old input shaft (or a tool that

mimics it).

You learn that few people have seen an old Saab, even fewer a 2-stroke, and fewer yet a 2-stroke station wagon. Even I realized that the stroker was not the best freeway cruiser, and I had a lot of 1,000 mile round trips to make, so I started looking for a V-4. Don't worry, it never crossed my mind to sell the 2-stroke. You learn that one can own more than one Saab.

In the mid 1980s, my sister sold me her out-of-commission 69 Saab 96 V-4 for a dollar. It only needed new tires, new brake lines, a new radiator, and to have the free-wheel neutered. You learn that, in the mid 1980s, an Albuquerque Saab dealer had no idea of how to repair a V-4 cylinder head in which a valve seat has separated. They wouldn't even look under the hood. Admittedly, this was an aftermarket alteration to allow the use of unleaded gas. Still, you'd think that they would have a pile of V-4 cylinder heads lying around, as the Sonett III was sold through 1974.

You learn that the Saab Clubs, national and regional, have become an invaluable resource for advice and parts. I hooked up with the Southern California Saab Club when I went to school in the Los Angeles area and they found me a new used V-4 when the one in my sister's car, with only a quarter of a million miles on it, spun a crankshaft bearing because the balance-shaft bearings were so worn that the oil pressure dropped too low. Hey, I'm a 2-stroke guy. What's oil pressure? You learn that these Saab Club people are the world's best when you run out of gas on the freeway and one of them spots you on the shoulder and stops to help.

You learn that, in the 1990s and beyond, you had better be a pretty good mechanic, because you won't find anyone willing to work on your old Saab any more. On the brighter side, you learn that there has been a huge increase in interest in the old cars and that new parts are becoming available. Pointless electronic ignitions! New mud flaps! New plexiglass rain shields for the front windows! New rubber boots that connect the throttle-shafts! You can now build a 2-stroke engine that is stronger than ever before with brand-new modern-technology pistons, rings, and connecting rods, hybrid crankshafts, use modern 2-stroke oils that hardly smoke at all, and that even if they did, a '66 Saab doesn't have to pass emissions testing in Tucson.

You learn that, when you drive your stroker, everywhere you stop, folks grin and give you a big thumbs-up. Life is good!

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**

## **Conservation by Donation**

As we approach the one-year anniversary of the “Night at the Museum,” I am reminded of the more than 100 people who were there. Those visitors donated hundreds of hours of time and energy to prepare the Saab Heritage Museum for that night (July 24th). Many of the attendees were on their way to the Saab Owners' Convention to be held July 26-28, 2019 in Loveland, CO. There are photos from that night on the museum’s Facebook page. Later, I also wrote about the “Night at the Museum” in my column (see NINES #358) and gave a description of the event. Are you in one of the photos? If you were a participant you witnessed a huge time-and-cash commitment to “our” Saab museum. This was the largest participation in the young life of this museum. Awesome!

The 2019 SOC theme was the “20th anniversary of the Vigen.” What I’ve written about in this article below is just a sample of how the Saab Heritage Museum has preserved three Viggens by donation so we can all enjoy these cars now and in the future.

Perhaps you were able to enjoy the Lightning Blue convertible that was on display in the museum. That car was donated by the Duckert family from MN. That Vigen has had great care and is in near-mint, original condition. If you like Viggens you would have to love this one. The Saab Heritage Museum was able to obtain the convertible with the help of a donation by the owners.

The second Vigen you would have taken great notice of and maybe even worked on at the event was the two-door, Lightning Blue Saab that the museum had purchased some time ago. Unfortunately, during the Saab Stampede when several cars were being driven across the country from Iowa to Sturgis, the volunteer driver had hit a deer in southern MN and the insurance company would have totaled it out. As many of you know, after news spread about the plight of this car, Jerry Danner and the CO Saab Club offered to transport it to Denver. They repaired the damage and returned it to the museum. Free! And, they did a beautiful restoration job! That same Vigen was then selected for Peter Backstrom, the curator of the Saab Museum in Trollhättan, Sweden, to drive from Sturgis to Loveland, CO for display at the convention.

The third Vigen is the black one without a sunroof that was used at the Saab Vigen flight academy in GA.

You may have seen this car at the “Night at the Museum” as well. The story of this car is in NINES #360 “Nothing Short of Epic.” For sure, this is a unique Vigen with a great history that definitely needed to be preserved at “our museum” and thankfully it was donated.

I am sure most of you know that the Saab Heritage Museum USA is a 501 C3 Public entity. The IRS has strict rules on how the museum can be funded and supported. Maybe the long-and-the-short of it is, it takes many, many contributors making donations to meet the upkeep of the museum. How many ticket sales at \$10 each would it take to purchase and maintain just these three cars? Obviously it takes more than the ticket sales! Currently, the museum has about 100 cars on the floor. How many does it need? How will they be obtained? Donations are a big and necessary factor.

Will everyone with an interesting Saab be able to donate their car or cars? While the official policy is set by the Board of Directors, the museum will accept any car and most other Saab-related material that is donated and delivered to the museum. Although if you have an old worn-out, used-up Saab, ( like a winter beater), that is not worth much physically but has sentimental value, you will have to make a judgment call. The museum can’t be the graveyard for the several hundred thousand Saabs that are still in circulation.

Consider looking for a buyer near your location that might want to restore it or use it for a donor car to repair others. You could contribute the money you got for your car to the museum. It really does not matter how much or how little. These donations add up and can make a difference. The museum website [www.wersaab.org](http://www.wersaab.org) has a heading for donations. You can make a one-time or a recurring donation for purchase, maintenance and operation budget. If you believe your car to be a museum candidate, please contact the museum and discuss your car and plan for it.

In April, Saab Planet ran a story on their website about a Saab 99 Turbo with very low miles that might be for sale. I enjoy 99s so I read the article and at the bottom there was a note that said to contact the owner if interested in purchasing it. I thought I recognized the owner’s name and sent a message to him: Paul Goodman from the UK. Paul has owned the car for 35 years. It is a 1981 99 T Dealers Special Edition with 38k miles. It does have some non-OEM features like sunroof, rear spoiler, water injection, electric front windows, heated passenger seat and 900 steering wheel. The only year 99 T models were officially imported here (1978 only 3 door hatchback). Cardinal red was the only red color available. Paul’s is cinnabar red. The interior is just like the US version less the right-hand drive features. The two-door sedan turbo was never imported here for retail sale. Paul told me he thought that



## Professional Perspective Cont'd



**The owner Paul Goodman has owned this 99 T for 35 years out of the 39 year history. This car is very unique in color and numbers of cars produced. I think this would be a worthy candidate for most anyone's collection. All photographs provided by the author.**

Saab only made and sold this car in a very limited number to qualify for racing in Europe. Saab Planet has the whole story!

Since Paul's 99 is unique to the US and has low miles, I messaged him about his sale plan. I had suggested that he might want to donate it. His reply was quick and honest about his desire which was to preserve the car, probably in the UK. He suggested he had two solid offers and it appears that the car, if he does sell it, will be in the \$20,000 range. (This is about twice the price of the car when brand new). I can easily see why Paul might not want to donate



**39 year old interior looks great! It is very similar in color and features to 99 interiors imported to the US except for the right hand drive.**

\$20,000. How many of us could afford that? Paul has given the car a great life and intends to see it off to a good home.

Would you like to see another Viggen or more collectible Saabs like this at "our museum?" The museum needs these cars to be gifts or funded with donations from whatever source the museum has available. Just the transportation for Paul's car from the UK to Sturgis, SD would be costly. Good luck selling your Saab, Paul! Anyone out there who wants to make a bid on the sweet 99? It may still be for sale. Contact Paul! In the meantime keep preserving your treasured Saab! It may be one of a kind some day.



**1981 Saab 99 Turbo 2 door sedan Dealers Special Edition. 38k miles all original condition with a few added options like water injection and trunk spoiler.**

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





# Through a Windscreen Darkly



By Linnea Krajewski

## Fiona at Thirty

CLASSIC: “of or having a style that is balanced, formal, objective, restrained, regular, simple, etc....” (*Webster’s New World College Dictionary*, 4th Edition).

These words perfectly describe Fiona, my 1990 900 Turbo convertible, who celebrates her 30th birthday at the end of the first week of June. She has timeless lines that look as good now as they did on the first of the Saab convertibles that rolled out of Uusikapunki in 1986. The Classic 900 convertible looked great, top up or down. The cars looked fabulous, whether you showed up at Gillette Stadium to watch the Patriots, or at Tanglewood to enjoy a BSO concert, the perfect blend of class and sport.

Fiona almost didn’t make it to her 20th birthday. She spent three years in New England as a leased car; then, fortunately for her sheet metal, she was sold at auction and sent down to North Carolina to live. Her second caretaker took pains to keep her running well and looking her best; her glovebox was full of repair slips indicating that he had spent many large dollars having her serviced and repaired at Volvo-Saab of Charlotte. Sometime in the early oughts, he traded her in and she went to auction a second time. She ended up at the Southern Auto Auction, according to a ghost of a decal on the left side of her decklid. Her roof was replaced with a cheap copy of what should have resided there. She had two owners within two years, neither of whom did her any favors. On second thought, perhaps the fourth owner did do her a favor. When her automatic gearbox grenaded sometime in 2005, he had the presence of mind to bring her to The Swedish Garage in Charlotte. It was there that he more or less abandoned Fiona; he had no money or wherewithal to repair or replace the ruined slushbox.

It was at The Swedish Garage that Fiona and I met in October of 2006. I had gone down to visit my good friend Daryle Powers and my faithful Edwina needed an oil change. Daryle suggested that I bring Eddy there for service, and it was there that I also met the man who would ultimately save Fiona, Russ Cleaton.

Russ had a herd of Saabs lined up along one side of the shop; cars that were deemed to be too wounded to do anything but give up their various pieces so that other Saabs could live. Fiona was part of that herd, but there was just something about her that spoke to me when I first laid eyes on her. Her body, while not flawless, had not been

attacked by the tinworm and was straight and dent-free. The top was cheap, but intact. The interior was another story, as Fio was being used, more or less, as a dumpster. It was hard to tell rubbish from what was actually the interior; the leather on the seats was tattered, the carpet a filthy ruin and every interior panel was scratched, gouged, punched, kicked or ripped. Restoration would not be quick; parts had been picked off Fiona at a furious rate, and Russ later advised that, had I not stumbled over Fio when I did, she was just an engine pull away from that Great Saab Lot in the Sky.



**Photograph provided by the author.**

We hauled her to Daryle’s home and Daryle spent most of the next winter taking Fiona’s interior apart and replacing it, bit by bit. Daryle also replaced the radiator, dashboard and knee bolster with parts that came from all over. The next spring, we hauled her back to The Swedish Garage, where Russ replaced the broken autobox with a five-speed gearbox that he had rebuilt. He also replaced the top works and repaired a hole in the floorboards caused when someone drove over a stump or a pipe or some other road



## Through a Windscreen Darkly Cont'd

hazard.

Finally, in June of 2008, Fiona rolled out of The Swedish Garage on her own and came back to New England, 15 years after she had left. She still had the original driver's seat, mercifully hidden by some seat covers that Russ had sourced, but she looked much better than she had when I had first seen her.

Fio and I have taken many roadtrips...we've been to Florida, to Pennsylvania, back to the Carolinas, up to Maine, over to Vermont, out to New York and Ohio.



We tried to drive to Colorado, but a combination of bad brakes, mercilessly humid weather and a wonky stomach forced us to turn back in Toledo. No matter. I had the brakes repaired, my stomach fixed itself, and we took some shorter trips more suited to both of our conditions.

Twelve years and only 35,000 miles later, Fio is a fixture in the driveway. Over time, we've replaced the few remaining mechanical bits that came over with her originally back in 1990. The wreck of a driver's seat

finally was replaced in 2012...I saw the seat drag itself over to a dumpster and heave itself inside. The top is really showing its age; the rear window seal is gone and the top itself is getting shabby. The paint on the hood and decklid has mellowed into a funky patina. And that paint makes Fiona a particularly rare specimen. Fio is Beryl green, which was a catalogue color for 1991 only. I have seen only one other Saab of Fiona's vintage painted in that color; Fiona has an exact twin sister rumbling about in Maine, still with her original automatic gearbox.

I had asked Peter Backstrom about this strangeness with the color, and he had only one explanation. Saab sometimes had production cars painted in hues that they were considering for future years. These cars were supposed to have been driven about Scandinavia to gauge the public's reaction to the color. They were then sold as local-market cars...they were never intended for export. Somehow, Fiona and her sister snuck onto a freighter in Goteborg and slipped over across the pond. Peter had no idea how many other '90's were Beryl test cars or if any others made it over to North America. So, I know of only two 1990 Saabs painted Beryl green...Fiona and her twin sister up in Maine. If anyone knows of any others, please let us know.

So, at thirty, Fiona is still timeless, still classy, still cool. I will leave her in a parking lot and, turning back to her, marvel over her lines, which, thirty years on, still look great. Few cars have the ability to age as well as a Classic 900 convertible; to look as fresh and ageless as they did back in the Eighties. She is a hoot to drive; while she will not take off from a red light like Ruby, her engine still has gobs of torque and the turbocharger, one of the few bits original to Fiona, still pulls as hard as it did when we put her back on the road 12 years ago.

Just as the ad says, Fiona is truly a ragtop cut from a different cloth.

*P.S.*

*Sadly, our old friend Russ Cleaton could not be here with us to celebrate Fiona's 30th birthday and the 12th anniversary of her resurrection. Russ lost a long and hard fought battle with cancer earlier this year. He will be sorely missed as one of the good guys...honest, cheerful, helpful, always ready to lend a hand. He loved Saabs, aluminum boats, his ChrisCraft, the Silver Bullet, spending time at the lake, Kathy and his family.*

*Godspeed, Russ.*

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

**Photo ops, Covid and Not**



A trip to grab some wheels from fellow Saab owner Allen Carlton turned into a mini photo shoot and lunch. 2006 9-3 Aero (Allen Carlton) and 2005 9-5 Aero (Kyle Hudson). All photographs provided by the author.



Allen paid next to nothing for this Aero and has slowly brought it back up to par.



Remember your roots! We had to take Harvey Richardson's 1986 8 Valve C900 on a parts run for Kyle's Aero. Couldn't resist a chance for a photo op!



We sold some 9-2x parts to local Saabaru enthusiasts Mark and Melanie Gregory. This is only a portion of the many 9-2xs they own!



Kevin Doyle owns this gorgeous 9-5 Aero Sportcombi. It's an attention getter everywhere it goes!



It was nice to get out for a drive with our Saabs after months of isolation. 2006 9-2x Linear (Kyle Hudson and Karis Nix) and 1995 900S (Fred & Marie Kaplowitz).



## Nix's Saab Shots Cont'd



*Gretchen, a 1995 900S, owned by Fred and Marie Kaplowitz. This is the nicest 2.3 NA 900 you will see in a long time!*



*Monte Carlo Yellow is always a crowd favorite at Carlisle. Owner unknown.*



*Alas, Carlisle was shut down this year due to Covid-19. Here are some favorites from years past. 9-5 "Griffin" owned by Tom Ledwell.*



*We always appreciate the body lines of any Saab we take shots of. Owner - Allen Carlton.*



*9-5s are our personal favorite of the Saab lineup. This 9-5 SportCombi is owned by Matty Printz of Krona Performance. 9-5 sedans owned by Tom Ledwell.*



*A random shot during our meetup with Allen. Love the rear of our 9-5 Aero.*

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



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

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# Birth of the Saab Convertible

By Steve Wade

Along with the celebration of the 50th Anniversary of the Saab Convertible in 2011, Steve Wade (who was with Saab's PR department back in the day,) took a peek into to the development of this model, one that was so unexpected from a Swedish company, with the man who made it happen, "Uncle Bob" Sinclair.

The guy generally credited with the birth of the Saab Convertible is Bob Sinclair. "Uncle Bob" joined Saab in 1958 and later in his career – after a stint at Volvo Cars USA – he was the head of Saab in the US when the convertible was developed. Bob is one of the most revered figures in Saab's history, presiding over 60 continuous months of sales growth during the 1980s and remembered for his straight talking, have-fun way of getting things done. Bob passed away in May 2009 and his passing left a huge legacy for people who care about Saab and their prosperity.

I was very fortunate to spend some time with Bob at his home in Santa Barbara back in January 2008, on my way to the North American International Auto Show in Detroit. A few months later, we recorded an interview on Skype and during that interview, Bob gave his recollection of the development of the Saab Convertible.

**Steve Wade:** I guess people like to hear the convertible story....

**Bob Sinclair:** Hmm. Where to start on that one?

The US market was rocking and rolling by about 1983 or so. Saab was having some difficulty in what you might call the "lower discretionary income markets." The Scandinavian markets, the Netherlands – countries that had difficult economies. The pressure from the European markets was to come out with a lower priced car, whereas I was pushing Saab upmarket, adding more content, etc. – they were two diametrically opposed directions when it comes to product development.

I was called over to Sweden with my sales manager and my marketing manager. We met with all of our colleagues from different markets around Europe and we were shown a 2-door sedan that had been stripped – it had no equipment whatsoever. It had stamped steel wheels, it didn't have tinted glass, it didn't have anything. It had wind-up windows, no central locking, no sound system.... and each market was asked how many of these they wanted.

The lowest discretionary income markets thought it was wonderful, the middle markets were in the middle and I thought it was an anathema. I said I didn't want any at all.

That wasn't well received, coming from the largest Saab market in the world, and I was asked to sit next to the President of the company that night at dinner. He made it very well known that he expected a different answer and I said "Sir, if you ordered me to take them, I'll do that. I'm a good soldier and I'll click my heels and salute. But they're wrong for the



**The first and the last convertible, showcased at the 9-4x rollout** market and when it's a disaster, it'll be your fault. But if I say yes and [inaudible]...so my answer is no." It was one of those confrontations.

A few weeks later I received a telephone call from the sales manager [in Sweden] and I was told that they couldn't meet our full volume requirements for the next three years. But if I would take 1,000 of those two-door sedans, that would make up the slack. We couldn't sell them with the equipment they proposed – we had federal emissions requirements at that time and (aside from that) we needed heaters, a/c, – and I was told that we could have any equipment that we already offered on our other 900 models. I said I'd think through it and was told that [Sweden] would require an answer the day after tomorrow.

I called my sales manager in and I had an 8x10 black and white photograph of that car from a side view. I took a pair of scissors and cut along the top of the doors and I said "How about if we ask them to build them like this?" He looked at me like I was mad and said "what do you mean?"

I said "Tell them we want convertibles!"

He said "Can we do that?" and I figured we'd tell them that's what we want. They don't have to build them.



## Birth of the Saab Convertible Cont'd



*t. Photograph by Seth D. Bengesldorf.*

So that's really how the idea came about. A man named Sten Lundin who was the deputy sales manager, called me a few days later and he said "Do we have your decision, can you take those cars?"

And I said "Yes, and here's the equipment we want – cast wheels, a/c, tinted glass, central locking, power windows, heated seats....the whole litany.... oh, and one more item: we want convertible tops."

Silence.

He said "What?!" and I replied "You know, a cabriolet, an electric top that goes up and down."

He asked "Are you mad?" and I said "Sten, if you want me to take 1,000 of those two-doors a year, then that's how I want them." He said "Let me call you back."

About five minutes later, the President of the company was on the phone and he said "Mr. Sinclair, what the hell are you doing now?!" He had his red face on, but I told him there was a huge opening in the market in the United States. All of the manufacturers had assumed that convertibles would be outlawed because of the safety regulations that were coming in.

They said "we don't know how to build convertibles over here" but I told them that there were plenty of people who knew how to build them in the United States and I'd be happy to take on the task of the prototype and paying for it out of our marketing budget, and that's how it happened.

**Wade:** It proved to be an incredible marketing move, didn't it?

**Sinclair:** Sometimes you get lucky. You've got to have one bright idea in your lifetime, right?

**Wade:** Let's call it good management rather than good luck.

**Sinclair:** It was a tremendous success. It was introduced as a concept car at the Frankfurt Motor Show less than a year later and it had an unbelievable response. No-one expected this from Saab. It was covered in canvas. They smuggled it into the building the night before and placed it on a rotunda. The next day when we had the traditional press conference, they lifted the cover and all hell broke loose. It was amazing.

Volvo had their display around 10 feet away, across the aisle, and there were photographers standing on the hoods of the Volvo cars taking photographs. It was wonderful.

**Wade:** In these days with the internet and instant reporting, we've all got a fairly good idea as to what's happening. But back in those days, I guess no one saw this coming.

**Sinclair:** It was absolutely, totally confidential. The build was done by the American Sunroof Company in Michigan and it was kept completely quiet. No-one knew anything about it and we put it in the container, flew it over to Germany and it just made a tremendous splash.

**Wade:** The development by American Sunroof Company... there was also a prototype that came out of Europe, correct?

**Sinclair:** Yes. There was a shop in Lidköping (Sweden) run by a man by the name of Lief Mellberg – he did concept cars for Saab. He was a fabricator and he was commissioned to build a convertible. It was flown to California and we had management out here for a face-to-face to decide which one [inaudible...] [The ASC car] was a pre-production prototype. It wasn't a show car. It was made in such a way that it could be manufactured. Whereas Mellberg's was built as a concept car, to be shown, which is quite a different approach, of course. I told ASC that this is what they had to do (i.e. build a car that could be produced).

**Wade:** ....And on a fairly tight budget, too

**Sinclair:** Extremely tight. And I couldn't make any promises to them about it from the parent company, either. I told them that if they brought it in under budget and to the quality that I'd expect and demand, I'd do what I could to see that they got the contract to supply the fabric tops and the mechanisms, etc. Saab had to buy them from someone. They got the contract and it all worked out very well.





**NEVS employees Ingrid Svensson and Kristin Lönngren are putting on the product label in Swedish on each bottle.**

In May, Chinese real-estate giant Evergrande through NEVS donated 300 liters of surface disinfectant to the local health administration in Sweden. The disinfectant will be used in elderly care in Trollhättan. So far, NEVS together with its owner Evergrande have donated in Sweden 3000 mouth masks, 360 P3 masks, and 800 protection visors made from NEVS' 3D printer.

In March this year, Evergrande donated 100 million RMB (140 million SEK) to the Red Cross Society of China and established Evergrande International Anti-epidemic Relief Fund to support the humanitarian aid work worldwide. In February, Evergrande provided a fund of 115 million US dollars (1.1 billion SEK) to Harvard University and the Guangzhou Institute of Respiratory Disease (GIRD) to support a five-year research partnership aimed at developing vaccines for COVID-19 infections and therapies to treat existing ones. Since the break out of the pandemic at the end of last year, Evergrande has made a cash contribution in China and worldwide 1.2 billion RMB (1.7 billion SEK).

And:

'The last Saab' was sold at auction last autumn. With the proceeds from that sale and in association with University West, NEVS can now award a sustainability prize of 50,000 Swedish kronor.

The prize money will be awarded to individuals, groups or organisations who have made particularly significant efforts for a sustainable world.

The award is planned to be presented during a ceremony in Trollhättan in May this year.

The criteria for being nominated for the award is to

have contributed to work for the mobility solutions of the future, with a clear focus on benefiting society.

The NEVS Sustainability Award will be presented to individuals, groups or organisations who have strived to achieve NEVS' vision, i.e. that we take further steps towards a more sustainable society, towards fossil fuel free transportation and/or other initiatives aimed at improving the environment.

And:



**The launch ceremony for production of Evergrande's electric cars in Tianjin city, China.**

Chinese Tesla challenger Evergrande Health says profit will recover with new electric cars on the way, as losses triple in 2019. Evergrande owns 51% of NEVS.

The loss-making electric-car arm of developer China Evergrande, which also builds hospitals, says things will get better with the launch of new models soon.

"Without mass production and delivery, we see little income. But it is just temporary," says Pan Darong, the company's chief financial officer Pearl Liu.

The company, which sees itself as Tesla's main challenger in China, said it has 14 new models in the pipeline which it aims to move to mass-production and sales in the next couple of years.

"We are still at an early stage of input, including buy

About NEVS

NEVS was founded in 2012 with a unique combination of Swedish engineering heritage and Chinese entrepreneurship from the green energy sector. We developed new energy vehicles as well as the business platform to operate as a mobility service provider. Our vision of shaping mobility to create a more sustainable future is our north star guiding everything we do. NEVS' main research and development facilities are in Trollhättan, Sweden with more than 800 employees.





## Delaware Valley Dash and Dine Cont'd from Page 15

river's gentle course through defiant hills that have seen refreshingly little development in two centuries, we approached the small village of Lumberville. Its star, the Black Bass, with a chimney next door wafting smoke into the frigid ether, stood like a beacon of found antiquity. Now, this—this is a way to arrive!

Within the elegant dining room of the Bass, we discussed amongst other topics the role of the automobile in a changing world. The almost-affordable lunch menu offered carefully prepared contemporary American options with fresh ingredients, and we never tired of looking over our shoulders at the shimmering Delaware, its path swirling in the wake of the bridge's stone supports, calling us to cross back over to the waiting cars and fit in one final dash to one final line on our lolling yet exhausting itinerary.

Back across the footbridge to the twin Saabs, we exited Bull's Island to continue south on Route 29, before making a tight left to veer onto Hunterdon 519 northbound, just above downtown Stockton, for the few miles to Hunterdon 604 east. Hunterdon 604 is also Rosemont-Ringoes Road. The alliteration fits it well; this is a county highway with great rhythm. Beginning at Rosemont, a well-preserved hamlet of 1800s homes tightly lining a sharp kink in present-day Route 519, the road travels eastbound past Green Sergeant's covered bridge, then through the four-way intersection of Sergeantsville (where you can still buy lottery tickets at the old general store) and on to Ringoes. All of these towns possess traces of history that predate the founding of the United States, and the road connecting them unwinds with the majestic gravitas of the sacred and ancient, twisting and undulating as it does through blind curves and precipitous elevation changes, then opening up to a panorama of large farmsteads set far back off the road in sunken valleys, the land bending gently up and down beyond them.

East of Ringoes, Unionville Vineyards comes into view for a brief moment from atop a ridge on Wertsville Road, its stately red barn (with tasting room up in the loft) nestled into the rolling farmland at the foot of Sourland Mountain's northern face, at the very beginning of the Amwell Valley. Suffocatingly lush, verdant greens carpet the hills, the deep navy of Harvestore silos punctuating the landscape with sober dignity beneath an indefatigably blue sky. Now, in the thick of February, the colors are muted pastels, the leafless trees stark and brown. It looks like a swimming pool drained of water, and there is a pregnant pause about the air—a sense that the warmth is just past the most distant visible trees, where the colors and smells and rich humidity of summer are hibernating down in some nearby, unseen valley.

It is, in a word, magical. The cold, still air hangs like the vacuum of space. There's an uncanny sensation that time has ceased to exist, or at least to mean anything,



and, when the sun's angle is just right and silhouettes the bare trees so the spaces between them glow and they ring the horizon in gold and black—and when the robin's-egg blue dome above us drops over the rim of the world like a melting crayon—our seconds linger for days at the edge of our capacity for description.



We turn up the dirt drive to Unionville, producer of some of the finest wines in the state. And, minutes later as I stand sipping a glass of chardonnay after a long and overfull day that somehow all went according to plan, pausing there with family and loved ones laughing and talking, I wondered if there was anywhere else I'd rather be. It turns out the Garden State and Saabs have much in common. Ardent fans and bitter detractors. Reputations laced with misinformation and ignorance. A sense of style and demeanor that take a nuanced, enlightened understanding to fully grasp and appreciate. And I'd rather be in either of them than any of their many analogues.

Of course, I'm unreasonably biased. But we all have our Garden States and our Saabs, even if they're Montanas and Mustangs (although if you're reading this, I take it your Saabs are Saabs). Travel buffs, local history fans, car enthusiasts—we're all lucky to have passions that unite us and foster connections between people who otherwise may have no reason to acknowledge one another. I wish everyone all the best in the coming driving season. May you find new roads, new places, and new friends, and never wait too long to pay a visit to the old ones. And if we cross paths in New Jersey, save your Turnpike jokes for another time.

# A Weekend at the Museum

By Jack Sabba

The Minnesota Saab Club took the opportunity to volunteer and visit the Saab Heritage Car Museum USA in Sturgis, SD, over Memorial Day weekend. Although the Museum was closed volunteers were welcomed to take on some special projects that needed attention. While the Club had intentions to visit later this year, the idea to volunteer at the Museum came about haphazardly when Jim Hickstein, a long-time board member of the MN Saab Club and Saab Club North America, asked for help to load a large Saab dealership sign onto a trailer behind his Saab 9-7x for transportation on the final leg of its journey - the 600 miles from Saint Paul, MN, to Sturgis, SD. The suggestion to join Jim and the sign he was generously donating was initially a joke - but idea materialized when several club members realized they were free on Memorial Day weekend to make a trip. With about a week's notice the volunteering event was put together. The plan: to convoy together on the journey and make ourselves available in whatever capacity possible to help the Museum over the long weekend. The 80 MPH speed limit on the majority of drive through South Dakota was a pleasant change of pace for our members used to speed limits in the Twin Cities area.

We were warmly greeted upon arrival at the Museum by Tom Donney (Founder), Matt Nicklay (eSaabParts.com), Bob Nicklay (Matt's Dad), and Dakota (the friendly purebred pointer that has the run of the place). Our informal evening meet turned into a spectacular tour. Tom told us stories about each of the cars, their history, and how they made their way to the Museum. It was exciting to finally be there, most of us for the first time.



**Above: The Saab sign arrives!**

**Middle: Colton Angermeier and Jason Ecker working on the display ceiling.**

**Bottom: The display, fully functional.**

The two days of volunteer work came to a close Sunday with one of Tom's signature smoked BBQ dinners at the museum and some more "show and tell." We got to see about a dozen of the most amazing and special Saabs come to life, resiliently rev up, run and drive - race cars, classics, stock, modified - you name it. These included the 1983 Saab 900 Airport Friction Tester, 1959 93B, GT 750, 1966 95 Special, and even Erik Carlsson's Rally-winning Saab 96 "178"! Delightful BBQ mixed with two-stroke magic filled the air at the Museum. The sights, sounds, and scents made for a truly remarkable experience considering that most of us have never even seen a two-stroke Saab running. The highlight of the trip was yet to come, though — we got to drive one!



**Matt Nicklay working without assembly instructions. All photographs by the author and Tom Donney.**

We met again at 9 am the following morning for our mission: Orio donated a massive trade-show display to the Museum that was shipped by semi in two large crates from Pennsylvania to South Dakota. The goal was to unload everything, identify items, make an assembly plan, and execute it- all without instructions. I'm proud to say that we completed the project successfully in two days with time to spare for other odds and ends at the Museum that needed attention.





**Clockwise from top left: Colton Angermeier, Jason Ecker, Jim Hickstein, Nick Neumann, Matt Nicklay, Bob Nicklay, Tom Donney, Jack Sabba. Dogs, Cosmo and Dakota. Inset: at Devil's Tower.**

The cute Cherry Red 3-cylinder two-stroke 1958 Saab 93B started effortlessly and the Museum description placarded on the windshield tells the story - the car was involved in a fire in Florida that claimed the life of two other classic Saabs and would have taken this one too if it weren't for its ability to jump to life and escape the burning building. I hopped in on the passenger side through the suicide door and listened carefully through Tom's "pre-flight briefing." Door locks, seat belts, the shift pattern, freewheeling, and driving technique were all covered on our drive. We got back and Tom hopped out, "she's all yours!" I took the wheel and shared everything I had just learned with Colton Angermeier (Secretary, MN Saab Club) and we rotated drivers until all club members had the opportunity to learn and teach in this wonderful piece of Saab history.

Our visit was highlighted by an afternoon cruise through Spearfish Canyon along the National Forest Scenic Byway led by Matt Nicklay in his Classic Saab 900 Turbo. It was a nice weekend for the Club to volunteer in something meaningful and exciting. The Saab Heritage Museum is a special place with a bright future. If you're



**Cosmo loving Sonett Row.**

reading this, you need to visit! We feel lucky to have had the opportunity to spend time there and participate in an extraordinary weekend.

For more information on the Minnesota Saab Club please visit [www.MNSaab.club](http://www.MNSaab.club) or find us on Facebook. We have enjoyed volunteering in the Adopt-a-Highway program for many years and look forward to similarly volunteering at the Museum annually.



# North American Saab Clubs and Contacts

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Jersey Saab Club  
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New Mexico:  
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President - Lisa BonDurant  
Vice President - Jason Strause  
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Central New York Saab Club  
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## ONLINE CLUBS

The Saab Network  
www.Saabnet.com

VSaab, The Vintage Saab Mailing List  
<http://www.vSaab.com/>

vSaab, an unmoderated Yahoo Group  
<http://autos.groups.yahoo.com/group/vSaab/>

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





## President's Letter



Dear SCNA Members,

I will start this letter as I have started so many of my communications over these past few months: I hope this issue of *NINES* finds you and your family safe and well at this strange time in the history of our Nation and of the world. Not only are many of us concerned about our own health and that of our loved ones, we are also concerned about our financial stability and how to continue to support and care for our families with so much being unpredictable. From my perspective in Massachusetts, they are beginning to open things up in phases, and hopefully that trend will be able to continue through the time of this publication.

Many of us have used this time to tackle long-dormant projects or bring cars down to the local Independent Saab mechanic for some long-overdue maintenance. One thing that has remained open is most of your local automotive repair shops. Cars and vehicle service is considered essential, and we appreciate the many repair businesses and parts suppliers who have continued to provide necessary parts and service throughout this National crisis.

The Saab Club of North America, Inc.

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

The Saab Owners' Convention  
Permanent Web site  
[www.saabconvention.com](http://www.saabconvention.com)

*NINES*, The Saab Club Magazine  
1729 Lynnville Trail  
Austin, TX 78727  
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[sethbengelsdorf@mac.com](mailto:sethbengelsdorf@mac.com)  
Subscribe or renew online at  
[www.saabclub.com](http://www.saabclub.com)

While the summer is typically time to look forward to numerous regional car shows and of course our annual Saab Owners' Convention, the SCNA board made the decision to postpone SOC 2020 and hold SOC 2021 at the Desmond Hotel in Albany, NY on July 15-18, 2021. Consider it an extra year to get your Saab ready for SOC. Please look for information in this issue about how to participate in our annual SCNA Board meeting, which will be held virtually this year.

I do have some news about two events that may happen this year in different parts of the country. We will also explore options into making aspects of these events virtual for those who cannot attend in person but who would like to be a part of the Saab community. For those of us east of the Mississippi, a favorite spring kickoff event is usually Saabs@Carlisle hosted at the fairgrounds in Carlisle, PA. As of this printing, that show has been moved to August 14-16 and we hope to see you there. We will do our best to keep our web site updated, but you can also check in with Saabs@Carlisle at [www.facebook.com/SaabsatCarlisle/](https://www.facebook.com/SaabsatCarlisle/) Finally, for those members who are west of the Mississippi, visit the website for the Saab Heritage Car Museum USA at [www.saabmuseumusa.com](http://www.saabmuseumusa.com) where you will find information about a possible event July 17-20.

Both event dates and details could change along with local and regional guidelines and requirements. Stay safe, and if things go well I hope to see you in some way at one of these events this summer!

Respectfully,

Sanford Bogage  
President, SCNA



# Any Excuse is a Good Excuse

By *Diana Schaefer*

I don't know about you, but this COVID-19 time is difficult. One day just flows into the next and I'm just sick of the same old routine. Get up late, try to focus on work, try to find some time to exercise and get outside. But, I still feel bereft because of all the losses. Like not seeing other people in the office, my exercise classes and everyone doing it together, going to our church (temple), and meetings where we would get together and laugh and have fun. Ah, freedom. Little did we know that by mid-March our world would change so dramatically. I used to enjoy going to the grocery store and picking out my own groceries without having to stand six feet apart or worry whether or not the person passing you is a carrier. Family get-togethers and Zoom meetings just aren't the same as being there in person.

There's one thing that has saved my going totally insane--our Saab 9-3 convertible. Just getting in the car with the top and the windows down with Seth in the driver's

seat and our dog Jackie in the back, going fast down the highway, it gives me such a sense of freedom. Wind in my hair, my favorite music playing on the radio - there's nothing like it! It took me a while to really appreciate this car. I drive a 9-3 SportCombi, so I'm used to being enclosed, so when I would drive the convertible to work, I felt exposed. Also, the bucket seats aren't as comfortable and getting in and out of the convertible can be a challenge in our garage. Now all that has changed into the best feeling in the world!

Having lost so much of our usual freedom has made me more appreciative of the little things (and big things) we have. Little things like: the drive-in movie theater we found, all the restaurants that offer take-out or delivery, the grocery stores that also offer delivery or pick-up. And the bigger things like: having a comfortable home, enough food to eat, a job I can do from home, the internet to stay connected to people, etc. Riding in the convertible has become a BIG thing that I look forward to.

Anything can become an excuse to get out and ride in the convertible.





# A Little Wagon Love

Greg Andresen alerted us to a Hemmings article called “Circle the Wagons.” Editor Mark J. McCourt nominated the Saab 95 for inclusion. Mark has allowed us to reprint his article. Thanks, Mark!

This ran as part of the “Circle the Wagons” feature story in the May 2020 issue of *Hemmings Motor News*. It was one of 14 station wagons chosen as “favorites” by the Hemmings editorial staff.

integrated tailgate airfoil that channeled passing air down over the rear glass to keep the screen clear. The Ford-sourced V-4 debuting in 1967 brought newfound torque and negated the need to mix oil with the gasoline. These Saabs always represented a different take on motoring, and as such, they have a devoted following in groups like the Vintage Saab Club of North America and Saab Club of North America— Mark J. McCourt



**Above is the shot of Bruce Turk's white 95. The photograph taken by David LaChance.**

1959-'73 Saab 95

Price new: \$2,195 (1963)

Average value today: \$13,000

Collectability: \*\*\*

Seven-passenger long-roofs were nothing new to American buyers when Swedish aircraft manufacturer Saab introduced the 95 to the U.S., but at that time, no other automaker was accommodating those people within a 98-inch wheelbase and 162-inch overall length. While its rear-facing bench was best suited for children, this two-door, two-stroke triple-powered demi-wagon was no joke, packing a lot of practicality into a small parking space. Unsurprising considering its builder's aeronautical roots, this front-wheel driver would introduce the concept of the



# Classified Ads

NINES CLASSIFIED AD RATES:

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

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

**DEADLINE:** 25<sup>th</sup> 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

### 2006 9-3 2.0 Turbo Convertible.

Color: Lime Yellow - Trans: Automatic - Mileage: 95,000 - Price: \$5,495.

Bought one Owner thru dealer at 24,000 miles. Has full power options, xenon headlights and an added garage opener/compass/autodim mirror. Runs like a rabbit! Added on Garmin gps and Sirius/XM tuner. Conti Cross Track DWS tires. Has been garage kept and stored. Interior and top in great shape. Does have the typical equalizer button cracking and sticky rubberized finish problems. More photos available in classified gallery: <https://www.saabnet.com/tsn/members/gallery.html?memberID=6659> Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-3convertibles.html#20042793871wpage> Contact: William Pagano, West Palm Beach, FL.

Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20042793871wpage> Phone: 703-946-4283.

### 2000 9-3 Turbo.

Color: Imola Red - Trans: Manual - Mileage: 82,059 - Price: \$5,500.

For sale by original owner in superb condition. Garaged/no kids/pets. Grey leather. See attached picture for standard equipment. Free Carfax report: <https://www.saabnet.com/tsn/class/CF20052440971cjone.pdf> Click Here

Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-3.html#20052440971cjone> Contact: Chamaine Jones, Los Lunas, NM.

Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20052440971cjone> Phone: 505-980-3044.

### 1995 9000CS.

Citrin Beige, manual, 100,000 miles, excellent condition, \$7,500 obo.

Near perfect paint and interior. No rust, no winters. Always Saab serviced. Contact: Tim Stepanik, Schofield, WI Phone: 715-355-8284.

### 1992 Saab 900 Turbo.

Color: White - Trans: Manual - Mileage: 152,483 - Price: \$5,950.

Strong running car that has been expertly maintained by Saab mechanics. Since purchase in 2012, I have driven it 90,000 miles and spent more than \$28,000 on mechanical repairs (receipts available). The intent of all work was to keep car original. During my ownership, the air conditioning system was rebuilt, transmission rebuilt by Ericsson Industries in Connecticut, new clutch, brakes etc. and major engine work by Saab specialists. Original sound system restored by Saab radio in NY. New speakers and good tires. Paint has good shine. Small rust spots on lower back corners of hood and a small area on lower left of trunk lid. Dash cracks have been repaired and there are a couple of small areas starting to sag in the headliner. Great car for an enthusiast to take to the next level. Greatly enjoy this car but I am relocating to an area requiring 4 wheel drive. Please contact me with any questions. Free Carfax report: <https://www.saabnet.com/tsn/class/CF19082460171ggrah.pdf> More photos available in classified gallery: <https://www.saabnet.com/tsn/members/gallery.html?memberID=6524> Photo(s) available at The Saab Network Classifieds: <http://www.saabnet.com/tsn/class/900-93.html#19082460171ggrah> Contact: Gary Graham, Winter Park, FL. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=19082460171ggrah> Phone: 407-497-6328.

### 1989 900 Turbo Convertible.

Color: Black - Trans: Manual - Mileage: 78,500 - Price: \$9,500.

Second owner for 25 years. Always garaged, never run in snow or salt. No rust, no accidents. Always professionally serviced by dedicated Saab mechanic. Custom gold trim and brightwork. Beautiful paint and interior, no rips, tears or cracks in leather or dash. Top operates smoothly. Mobil1 oil changes. Less than 5,000 miles on new clutch. Everything works except air conditioning. Never used anyway since car was only driven in top down weather. Extras included: custom fit carpeted front floor mats, full size mounted spare and second spare rim, factory owner's manuals and factory shop manual, factory soft top boot and storage case, original tool kit, more! Photos available in classified gallery: <https://www.saabnet.com/tsn/members/gallery.html?memberID=6670> Click Here

Contact: George Sproesser, Leesport, PA.

Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20052039871gspro> Phone: 610-926-3080.

### 1986 Saab 900S.

Color: Black - Trans: Manual - Mileage: 198,000 - Price: \$9,000 Or Best Offer.

16-valve DOHC - non-turbo. Immaculate! 2-Door Coupe with trunk (notchback). Manual sunroof, cruise control, power central locking door system, electric antenna, power windows, heated seats, 5-speed manual transmission. All items operate properly with the exception of the cruise control. We have owned it since 1990. It has about 319,600 original km on it and the engine is in excellent operating condition. Beautiful black exterior and burgundy velour/cloth interior. Headliner



## Classified Ads Cont'd

has begun to lower as is quite common. Detailed service records available dating back for a period of more than 20 years. Always meticulously maintained. The clutch pressure plate, clutch slave cylinder and oxygen sensor were all done recently. I will be happy to assist with shipping and export to USA, if necessary. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/900-93.html#20060364971jv>  
Contact: James V, Toronto, Ontario, Canada.

Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20060364971jv>

### Wanted

#### Holley one-barrel Carburetor.

Motor Sport Service 43mm Holly one-barrel carburetor, model 1940, for the Saab 96 V4 in good condition. Call Tom (989) 754-3351 or email [muddtb88@gmail.com](mailto:muddtb88@gmail.com).

#### 1985-86 900 Turbo SPG

Looking for a super low milage car in extraordinary condition. Will pay a premium for the right car with proper ownership and service history. Prefer grey with grey leather.  
Contact: Mark Hyman, Maryland Heights, MO.  
Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200527markh>  
Phone: 314-422-5058.

## 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

### Free to a Good Home - Nines Collection:

Making space, I am parting with my comprehensive Nines collection - January 1995 to Today. Storage slip cases are included. "Buyer" pays shipping, or stop by and pick-up in Northern California. Please contact me by phone ONLY, no e-mail. Contact: Dave at (925) 231-5313.

### 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](http://www.books4cars.com) or call 206-721-3077 or toll free 888-380-9277. Alex Voss, 4850 37th Ave So, Seattle, WA, 98118.

## New/Renewal Memberships to SCNA!

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

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

US 1-year \$40 + \$2\* International 1-year \$45 + \$2\*

US 2-years \$75 + \$4\* International 2-year \$85 + \$4\*

\* Processing fee, for online payments and mailed checks

We encourage you to sign up and pay online at [Saabclub.com](http://Saabclub.com), but we will still accept checks payable to:

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

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

If you have any difficulty, please contact [membership@saabclub.com](mailto:membership@saabclub.com). Thank you for your support!

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