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The Saab Club of North America Magazine



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Editor's Notes:

In the wake of the COVID-19, the Saab Club of North America had to cancel its owners' convention. Saab things still took place, with certain clubs meeting (maintaining social distancing, we're sure) and the SCNA UNconvention happening online (see page 33).

The cover photograph was shot at the Saab Owners' Convention 2019 where my grandsons Ethan and Myles displayed and presented their nine year effort to restore Project RedBull. The photograph is by Tom Nelson.

I, for one, cannot wait until the end of the year, when things have (hopefully) calmed down and I can drive my convertible Saab with the top down here in Texas. Be safe and drive happy!

Letters

The Staff is Blushing

Most importantly, *NINES* is simply out of this world, I read every issue word by word, cover to cover then re-read. When it shows up in the mail, my day is perfect. A big thank you!!!!

Thought that Linnea would appreciate photos of my 1991 Beryl Green c900 turbo with 72K miles. I've owned it for 5 years and was very fortunate to find it at Park Avenue Saab here in NJ. I'm the second owner. Currently the protected Saab herd between NJ and Iowa stands at 7 Saabs.

All the best to you and staff.

Thanks again,

Paul S. Permison
Woodbridge, NJ



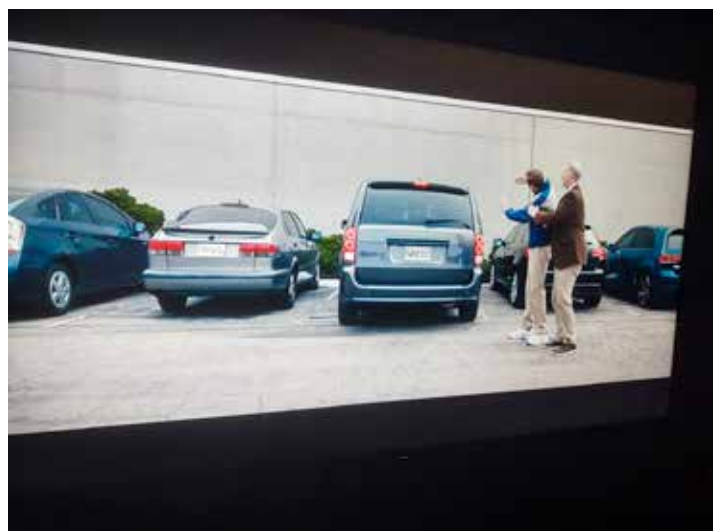
Another Saab Saved!

Saab Club of North America VP Daniel Cahill was recently contacted by a ONE OWNER of this classic 1979 900 GLI to see about giving her new life. The original owner had driven her for 41 years locally in Dallas, TX. A new home was recently located and she is heading to a new life in Maine, but not before Daniel's son Alex got a quick lesson in 1970s vintage Saabness. No traction control or turbo here, son ... "A/C? ... better roll down the windows, kiddo!"

Daniel Cahill
Dallas, TX



The above mentioned Daniel Cahill spotted this insurance company commercial (at right) about the same time we did. It talks about adults turning into their parents. Those people drive minivans. Not Saabs.



Auxiliary Drive Belt

Allen Hockman
Brandenburg, KY

After replacing the auxiliary drive belt on the 1999 9-5 4 a couple of times, I was not looking forward to the 2011 9-5 4. It turned out it was a 15-minute job!

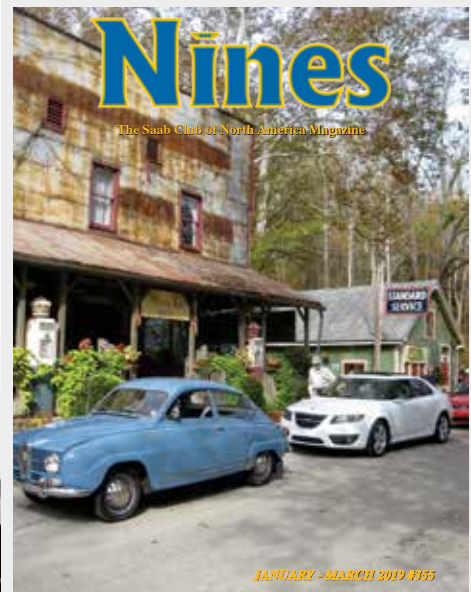
Here are the tools I needed: one wire coat hanger, a long screwdriver, and a flat bar with a 1/2" drive lug welded on it at the proper angle. With the lug in the tensioner, push back the coat hanger behind a screw on the air cleaner that held the tensioner back. The old belt was off in a minute and with the aid of the hook on the hanger and the long screwdriver, the new belt on.

Tensioner and idler pulley look good, will change them the next time.

Ed's Note: Allen wrote to us more than a year ago (he thought we forgot!) requesting an article about how to change the auxiliary drive belt on a 2011 9-5. Turns out, if you want something done right, do it yourself! Great work, Allen!



Sorry we missed the party!
You might recognize John and his family of cars from a recent issue of NINES!



From the Archives

By Bruce Harbison

[Here is a piece from a column called "Classic Corner," written by frequent NINES contributor Larry West, published in Issue number 253. It is still as timely today as it was in September/October 2001 if you are working on a Classic Saab 99 or 900. The editor and publisher was Stephan Goldberger.]

Classic Saab Electrics

Between 1969 and 1993, the electrical system in the 99/900 evolved from a simple 10-circuit system to one with more than 40 circuits. An early 99 would start and run on a marginal battery, but not so the later cars with 4 or more ECUs, and a high-current fuel pump to feed. The systems servicing all those current-consuming devices remained largely the same for the whole run, and indeed, are not changed much in the newer cars. There is a 12-volt lead-acid battery, an engine-driven alternator with either external or internal voltage regulation, and one or more fuse/relay panels. Alternators ran the gamut from 35 amp units in the earliest 99s to the 80 amp dual belt alternator in the last years.

The Battery

The classics use a standard 12-volt lead-acid automotive battery, although in different sizes and orientations, depending on specific application. For the most part, a local auto shop will be able to find the proper size battery for your Saab. The one exception is the Classic 900 turbo. This battery is a somewhat different shape than most, being taller and less deep than the battery in a non-turbo 900. It is a size not normally stocked by car parts shops, though your local dealer should have the proper size. Using the wrong size will, at the least, make it difficult to install or remove the battery, but can put the battery too close to the turbo elbow.

Always use the heat shield that came with the car. This will help protect the battery from the heat of the exhaust. Proper care of the battery begins with a clean installation. It is a good idea to use a battery brush to clean the contact posts and cable clamps prior to assembly. Take care, also to inspect the condition of the battery cables and clamps. If you need to replace these, resist the temptation to skimp on the cost or quality. I was lucky enough to find a quantity of military surplus battery terminals which work far better than what you will find at a local automotive supplier. Good terminal clamps are sized properly for the individual terminal. Did you know that the positive terminal and the negative terminal are different sizes?

With a good connection, there is less likelihood of a buildup of corrosive sulfates on the battery terminals during normal operation. Normal charging is done by the

alternator. The battery provides current to start the engine, then the alternator picks up the running of the car and recharges the battery. In the early cars, the battery was probably topped off in the first 10 minutes of driving. With all the systems on the later cars it will take longer to fully charge the battery. This is important to remember when making a lot of short trips. Replacing the battery should probably be done every 4-6 years, depending on use. Probably more often if you are prone to shorter trips, less often if you tend to take longer trips.

Alternators

Saab used several sizes of alternator on the 99 and 900. Starting with a 35-amp unit on carbureted cars, it was improved to a 55-amp unit on fuel injected cars. Early 900 turbos had a 70-amp unit, and the last size fitted was an 80-amp unit. Three companies manufactured most of the alternators for Saab: Bosch, SEV and Motorola. The Motorola was primarily used on 'B'-engined 900 turbos. An alternator takes the rotational energy of the engine and converts it into electrical energy. It does this by having a rotating magnetic field move within a stationary coil of wire. This induces a current in that wire, and electricity is generated and sent to the battery and other circuits of the car.

There are two types of voltage regulators used in the 99 and 900. 99s up to 1976 used an external switching regulator. These alternators have a three-wire connector in addition to ground and power connections. The regulator was a separate unit bolted to the inner fender. From 1977, internal regulators were used. On the Bosch alternators, the regulator assembly includes the brushes which transfer the power to the rotating field coil. The Motorola alternators use an internal regulator separate from the brush pack. The alternators with internal regulation have no more than three connections on them. First is the large connection which carries power from the alternator, second is a 'D+' wire, which energizes the field circuit, and a ground wire (typically only on 900s, as the bracket was sufficient to ground the alternators on the 99).

Maintenance of alternators is fairly straightforward. Check that the belt tension is right - tight, but not too tight. Too tight can wear the alternator bearings prematurely. On 900s, check the condition of the bushings by observing the alternator while the motor is running. Bad bushings will make the alternator dance all over the place. Check the wires for fraying.

The charging light in the dash can tell you important things about the charging system. This light should always be on when the ignition is switched on but the motor is not running. If it is not, then you should check that the bulb is good, and that the wiring to the regulator or D+ terminal of the alternator is good. If it stays on dimly while the motor is

From the Archives Cont'd

running, then check that the alternator has a good ground. Note that the charge indicator bulb is not the same as the rest of the dash bulbs - check your manual!

Wiring

For the most part, wiring is wiring, no matter which Saab you are talking about. However, time and use do take their toll. The middle-80s 900s were particularly susceptible to wire-rot, where the insulation would just rot away from the copper conductors of the wires. This is an annoyance at least, but could lead to a fire in the worst case. There is not a lot you can do about this wire rot, except to replace the lengths of wire as they go bad. It doesn't happen to all cars, but most will show signs.

Saab does use metric wire designations in the diagrams and parts lists. The system is different than the US measure of AWG. Here is a short conversion table:

AWG	Metric - Square mm
20	0.50
18	0.75 (0.85)
16	1.0 1.5
14	(2.0) 2.5
12	(3.0) 4.0
10	(5.0) 6.0

Note that some lines do not match up. That means there is no directly corresponding AWG size for that metric wire. Numbers in parentheses are the actual size for that AWG size, though Saab only uses the other sizes. On their wiring diagrams, Saab has a color code derived from the Swedish names for the colors up to the late 90s:

Code: English	Swedish	
BL	Blå	Blue
BR	Brun	Brown
GL	Gul	Yellow
GN	GrÖn	Green
GR (GY)	Grå	Grey
RD	RÖd	Red
SV	Svart	Black
VT	Vit	White

Color combinations are usually marked thus: RDVT or GN/RD. In the late 90s, Saab switched to a universal set of colors and abbreviations, much closer to English. Of course, if you're used to looking for that GL wire in the diagram, this can make things interesting!

Fuses

Finally, that one item that can cause an early Saab owner much consternation: the lowly fuse. Somewhere in the history of the Automobile, European manufacturers decided to go with a fuse that was easy to change, and easy to see if it was blown. Thus we have the ceramic (later plastic) bodied fuses with the open conductor and fusible link.. Anyone with a 99 or 900 up to 83 knows the ritual of 'rolling' the fuses to break up the galvanic corrosion, and to help the fuses make better contact. But, eventually, the corrosion gets to the brass plating on the fuses and the nickel plating on the fuse holders, and you've got to roll the fuses again.

The one feature of these fuses that is handy is that they are usually color-coded by current rating. Thus, you don't have to hunt for the 8 Amp fuse, just look for the white one! After too many times 'rolling' the cheap fuses, I hunted for a better mousetrap. And I found it.

Buss (<http://www.bussman.com>) manufactures sealed glass fuses that directly replace the old open ceramic type. They look like regular glass automotive fuses, but a bit shorter, and with bullet-shaped ends to fit into the holders for the ceramic fuses. Buss calls them the GBC series of fuses. Because of their nickel-plated end caps, they do not corrode and cause intermittent problems. Their only drawback is the lack of the "color coding," but if that is so important to you, you could put a dab of nail polish on each! The Buss GBC series of fuses should be available wherever Buss automotive fuses are available. Standard sizes for stocking are 8, 16 and 25 Amp. Other sizes, like 5 Amp are available by special order. They sell for about \$2.00 per package of 5 [In 2001]. I highly recommend these fuses.

From 1984, Saab used the Automotive Blade Fuses in the 900. These are usually more reliable than the open ceramic fuses of the 99 & early 900. About 40 fuses can fit in the fuse block of a Classic 900, though Saab did not fill up all of the locations in the fuse-block. I have, in the past, used the spare locations to add circuits for driving lights, etc. These fuses are color coded, so it's hard to get the wrong one for replacement. Just be careful that when you insert a new fuse that the contacts don't get pushed down, which can happen on older cars. And, never replace a fuse that blows repeatedly with a higher-rated fuse. Find out why the fuses are blowing, and correct the problem.

Keep those Classics running!



Saabs@Carlisle 2020

By *Allan Holmes*

The More Things Change.....

Is it not refreshing to know when life throws us a curve ball or no matter how dismal and bleak things appear, that some things remain a constant in our ever changing world? Is it not invigorating to know when we lose a close friend or a loved one, that new friendships miraculously evolve

of Saab enthusiasts from GA, NC, TN, VA, MD and DC. Even though Northam sat this one out, he made a cameo appearance at the starting point to greet everyone and distribute masks and hand sanitizer, then see us off --- what a great guy!!! We started out with a smaller number of Saabs than usual, as expected under the circumstances. However, as we sprinted and twisted through the Virginia countryside, all along being entertained by Romisher and Grubbs on the 2-way radios with entertaining chatter, our



All photographs provided by Sanford Bogage.

into something bigger than life. Well, that analogy quite effectively sums up what was on display at Saabs@Carlisle 2020. Even though life threw us a vicious curveball earlier this year and our beloved springtime event was morphed into a summertime event, the ever-present adoration, camaraderie and beauty of Saabs@Carlisle was on full display during a stunning mid-August weekend. While the Carlisle Events' show field was void of many familiar faces, long-standing Saab community pillars and numerous well known Saabs that we all are accustomed to seeing in formation along the manicured lawn, it was nevertheless filled with that "Spirit of Saab"!!!!

Hurricanes, tornadoes, torrential rains and flooding were the adjectives littered throughout most of the weather forecast for the 2nd weekend in August 2020. However, that curve ball never manifested in the Cumberland county borough of Carlisle. As always, our journey to Carlisle began with the Saab TakeOver Convoy, a fun gathering

numbers impressively grew with each scheduled pitstop/ meet up point. As always, we stopped in Frederick, MD, and partook of lunch at our favorite Greek bistro --- Analia's. Bellies full and itching to get to Carlisle, Hinkle got the flock of Saabs lined up, we took our customary loop around the Festival at Frederick Shopping Center and made our way onto Route 15 North. One very noticeable difference with the convoy this year was the presence of a very special and historical Saab: a Monte Carlo Yellow c900 Friction Tester piloted by Mr. Hinkle, who is doing a masterful job restoring it to its original splendor! As we skillfully dotted into the weekend get-away traffic, Romisher and Grubbs kept everyone informed and under instruction as we aptly maneuvered through traffic with the precision of the Saab Performance Driving Team. After about 5 minutes of getting reorganized in formation, we, along with all of the motorists navigating the promenade, could not help but notice how our beautiful Saab ensemble had transformed into a police-like escort. With Hinkle leading the way and the Friction Tester glowing with an effervescent sparkle

Saabs@Carlisle 2020 Cont'd



as it danced down the four lane highway, he occasionally treated everyone to the amber flashing lights adorned atop his charge. Hinkle could not help but engage the siren and share a gut-busting message over the PA to keep the drive fun. Once we hit the famous up and down roller coaster section of our trip, we knew we were getting close.

It is often said that the Saab community has no equal and as soon as our convoy proudly entered the show field, that ever present sense of "home" and "community" quickly began to engulf your very being. In spite of all of the cancelled and postponed Saab events for 2020, there was that big familiar white tent, in its established spot, with all of its glory on display and putting every Import brand on notice: even though some things had changed during this unhinged year, expect the same result: Saab dominance!! And dominate we did, taking home yet another "Club Participation Award."

It was immediately apparent that the numbers were down as we filed over to our designated area on the show field Friday afternoon. Yet, as we made our customary circle around the big tent and we lined up to park, we began to notice the usual sea of personal canopies, coolers and the faint bouquet of craft beers. Wasting no time, the Coleman family had a shade canopy up, folding chairs arranged and the cooler in place. Johnson and Hinkle were off to put up their sleeping tents for the weekend and the wonderful members of the Central Penn Club were busy getting the registration table prepped for the weekend. The remainder of the day, Saab enthusiasts trickled in and the registration table took form. Although many of the familiar faces were not at the registration desk this year, those that were at their post were not short on smiles, elbow bumps, and enthusiasm. The most talked about item all weekend was clearly the absolutely amazing t-shirts that were made in honor of "CPSC member and Saabs@Carlisle fixture, John Webber." The deep blue shirt adorned with that one-off sublime orange Saab 99 was hotter than Satan's house cat and they completely sold out. Keeping with

tradition, Friday dinner was at Desperate Times. Desperate Measures and the Hazy Galaxy were the IPAs of choice, while the popular entree choices were the Capone, Paddy Wagon, Blind Bonnie and The Willard --- great food, great friends and great fun!!

With a shortened weekend, Saturday was set to be the last day of Saabs@Carlisle and it got off to a great start. The members of the Central Penn Club had everything in place, got all of the numerous Saabs parked in their appropriate voting areas and the entire day flowed along as right as rain. Speaking of rain, if you have ever attended a Saabs@Carlisle, you know it always rains. However, while it rained all around us, compromising floodwalls back home, we were spared. Again, many of the usual sights were absent. However, there was an astonishingly high number of "first-timers" with some well-cared-for and attention-grabbing Saabs. From a low mileage CDE, to a near flawless MCY SE Cabrio, to a rare black 9-2X 5spd Aero, to a pair of Glacier Blue Metallic 9-5 wagons, to a BaT Tally SPG and a crowd favorite 9-3 SS wrapped in Speed Yellow that was sitting on an adjustable air suspension, with a gorgeous carbon fiber lip and the nicest custom headliner one could imagine, Saab variety abounded.



The vendor area was bustling with many of the usual vendors present with their wares on display. Once all of the ballots were tabulated, the Saab Awards were handed out in the afternoon. One of the most popular events

Saabs@Carlisle 2020 continues on page 32.

On Holiday

By Mark Hodges

While on holiday/vacation visiting friends and family in the States we went to the Hershey Auto-jumble. I picked up a Hemmings magazine and saw an article about Swedish Day, held in Boston, MA. Intrigued; we too in the U.K. have a Swedish Day. Ours began at Sparkford Haynes Motor museum in the South of England, eventually moving to Crewkerne in Somerset, in the West Country It is an all-day event.

Retirement was on the calendar and my wife, Trudi, wanted to know what I intended to do while she continued at work for the next few more years. I thought about visiting Boston and the Swedish Day. It transpired it was a four-hour event, a long way to go for four hours. Maybe I could include another Saab experience in the USA and make it a longer trip. The convention was in LA. Oh, dear.

A long way to travel from LA California to Boston. I had a bit of a 'bucket list' of retirement trips-- a train journey, Jamestown, and various other ideas. Trudi too wanted to visit Jamestown and had a few ideas of her own. Train journeys wasn't one of them.

I settled into planning, budgets and reviewing my options and popping into the local travel agency for ideas and the all-important booking flights and with a bit of research I booked a train ticket.

Now, I have attended many European International events in my time, hauling wife, children and tent into Germany, Belgium, and the Netherlands frequently. Once to Switzerland (not a great one to remember, the car broke down). The kids were at an age we thought they wouldn't want to join us on what turned out to be a hilarious guided road trip through Denmark. The kids came, which was really no surprise. They loved the experience of each different culture and having already made friends with Dutch and German Saab enthusiasts alike. They, then in their late teens, did decide against Sweden, which was just as well. It was brilliant! Not because we didn't have the kids (that made it all the better), but the opportunity to visit the museum. Internationals have a routine: Friday arrival, introduction to the event, food. Saturday to Sunday morning is filled with outings, concours, auto jumble, road tests, treasure hunts, music and lots more food and drinking into the small hours.

Hence as I arrived in Los Angeles in 2017, I wasn't quite sure what to expect, but a lady called Dayna had kindly made me some arrangements, although sadly her own plans had gone awry. Here I really must thank José and Nancy for stepping in to arrange my collection from the airport and Saunders Lee for being my chauffeur! As an Englishman new to town this was kindest act anyone could offer, after reading and hearing reports on the local traffic

and then actually witnessing it, the native driver made the experience stress-free.

I was lucky to be a passenger on day one in a convertible to enjoy the Angeles Crest Highway drive with lunch at Newcomb Ranch. It was at Saunders' suggestion I would appreciate the view and experience in the convertible, albeit not a Saab. He was correct.

Returning to the event itself, I was introduced to various people and at last I could put faces to names having heard about these people in the past: Bud Clarke, Vernon Atterberry and the Donnys. I quickly discovered the difference between an American and European event. The style of lectures and talks was quite unusual for me but most enjoyable nevertheless.

Slightly to my dismay, the U.K. car series Wheeler Dealers arrived on the Saturday to continue with a film they were putting together with their 96 rebuild. Nancy let me join her in her yellow convertible for the group photo.

This was my first taste of Saab enthusiasm, American style.

I had the delight of being given a whistle-stop tour of Los Angeles and Hollywood. A chance to be the tourist abroad courtesy of José and Nancy. All those things one hears about and then gets to experience, Avenue of Stars, Disney concert hall, people-watching (interesting characters imprinted into my retina) and food. Onwards to my train journey.

Amtrak and British Rail cannot be compared. My trip across America was quite eventful. I had received an email about my trip, that there would be a delay at Albuquerque, New Mexico, possibly for a few hours. This concerned me, I had a connection to catch. At home, not only would BR not bother to inform you until you were on the train, any other further information would be very limited and your connection would be rattling away from the station without you. As expected we stopped at Albuquerque, to experience the eclipse of the sun! This was a real added treat for me, forgetting the natural phenomenon in my planning. Oh, then things got more interesting, a drugs bust on the train, making an unscheduled stop in a 'one horse town' to evict the offenders. Then the amazing expanse of the Mississippi and crossing it, speeding our way into Chicago for the connection that was waiting for us all.

With ever-kind American hospitality Sandy resolved my problem of accommodation and travel arrangements to get to the whole event I had planned to visit from the very beginning. Staying with him made the trip to the Larz museum enjoyable and stress free.

Later, I looked in on that nice lady at the travel



All photographs provided by the author.

agency. I still had bucketloads on the list and Trudi was still working. I think she was slightly envious about my trip. I was chaperoned into the agency to discuss the trip to Jamestown and hey, guess what! Trudi has an aunt who only lives just up the road, in American terms. The English roads aren't quite forgiving for long journeys, so a similar distance wouldn't have been considered from Virginia to West Virginia if we were home.

The problem was, I thought about the Saab convention in Maryland. What if we went to that and then to Jamestown? What if we went to Trudi's aunt and then to stay at an Amish holiday set in Lancaster county? Should we detour to friends on the Jersey shore? Trudi wanted to check out Boston (on behalf of her Norwegian friend, she claimed, a knitting tour) and there was Swedish Day. The whole idea was crushed. Fly/Drive trips don't allow you to go off with irrational ideas.

One evening, in the garden chasing my wife's pet guinea pigs to bed, my phone rang. Sandy had a thought over his morning coffee in Colorado. The time zones irrelevant, we jigsawed ideas into place.

Of course, not allowing for flight delays we arrived in Washington in the dark, in what appeared to be a sauna and no booked transport. A car agency reluctantly hired to us for one day, after believing our story and we went in search of our booked accommodation in a Kia Soul. An

interesting vehicle. A stressful journey with tolls unable to pay, street signs to find, all in the dark.

It was a joy to arrive the next day in the beautiful surroundings of Solomon and book into the hotel. Trudi was heading straight to the pool. The heat and humidity are something unfamiliar to her but first like a true Saab enthusiast, she went back out to the car parking to take a few prize photos.

Sandy and I had struck a deal and as soon as we returned the Kia, as faithfully promised to the agency in a small hamlet over the bridge, I was responsible for delivering his car to Boston. This stay at the convention was all too brief. I was delighted to be able to introduce Trudi to some of those people who had helped me through my previous trip but we had a room booked in Williamsburg. We left the event to the sounds of sirens, like we are used to hearing in American TV cop shows. The fire department blazed passed as we meekly set off in our borrowed car.

Well, we were so lucky in Jamestown joining the rangers tour and his detailed information kept us enthralled. Being right on the water's edge kept us cool but a storm was brewing. As we headed out of Virginia the weather broke, and did it rain! Arriving later than expected in the mountain home of our relatives, Trudi's aunt had been fretting our arrival. Her cousin had also arrived late from North Carolina and informed us that supper was ready,

On Holiday continues on page 12.

On Holiday Cont'd

although much of it was missing. Uncle had been checking out its edible status.

As much as driving in America is fairly acceptable, a hire car leaves a lot to be desired. So refreshing in a familiar car for an onward journey. The mountains of West Virginia to Pennsylvania to stay with a lovely retired Amish dairy farmer and his wife. After a few days of tranquility we arrived at Asbury Park NJ to catch up with more relatives and then a friend to attend a surf festival on the beach.

Those storm clouds threatened again and off we headed ever north, nearing our destination stopping in a couple of our favorite past trips and a couple of new ones. Yes, we got lost, yes we planned to sightsee but ended up somewhere else even more interesting. We met people on our way, who made recommendations. We found a biker shop for new shirts, (we both ride, Trudi commutes on her bike) historical towns, and waterfalls. A fully booked hotel redirected us to a mountain lodge and bears! We accidentally found a historical working village and we found ourselves involved in yarn dyes and musket practice. Then heading for we what we took to be rush hour, the outskirts of Boston.

Ever the host, After a day trip into Boston we took a train journey to Rockport, where Sandy, ever the host, introduced us to lobster and later ice cream before an early rise to drive to another Swedish Day and the pleasure of revisiting the Larz estate.

2019.

While in Maryland I was asked if I was going to attend Denver (a friend always said Colorado was the State to visit). There was the included opportunity to visit the museum.

I thought about it.

Hello, nice lady in the travel agency.

Only my plan to travel by train from New York to Denver was abandoned. Trudi still wasn't going to make this trip, work intervened. My plans coincided with a visit from a dear friend from Bermuda. I couldn't leave her and my wife alone together. Goodness knows what they would have got up to.

New plan.

Arriving in Chicago late, I had a choice of hotels, a rather costly one at the airport or one nearer the train station booked by the hour (what an unusual arrangement). Trudi insisted after a long flight I booked the airport and explored the town before boarding the evening train. Good idea.

My trip was planned for me with the help of Steve McCoy. It transpired that Sandy had another car to be moved to Loveland and from there we set off together to Sturgess [Sturgis?] via Mount Rushmore. A sight to behold for any visitor.

Arriving at the museum, Patti had a working party organized with a 'To Do' list in readiness for Sturgis [Yep, it's Sturgis.] Week, when the town would be filled with motorcycles. I tried to avoid the possible thought of hard work by referring to my entrance agreement into the country on my visa. I was not to engage in work. Patti pointed out there was no wage. I set to work on the small task she set me. This gave me the chance to view the vehicles and each with their own little story including one I was familiar with, a Bullnose van from the U.K. Once in the ownership of a local celebrity all of a few miles from my home in the county of Dorset.

That evening brought us together in an amazing venue at the Knuckle bar. Quite the experience!

After another day of cleaning and moving the cars Patti treated us all to a 'cook out,' another novelty for me before the return journey to Loveland.

After taking an alternate route leaving the Badlands and through flat, wide landscapes of Wyoming we arrived at the venue.

My wife will tell anyone I'm renowned for confusion and mayhem on occasion, with people thinking I have been lost or gone missing. I never have that worry; I always know where I am.

The confusion this time was that I set off in a red Vigen but during the journey I swapped vehicles and arrived in an altogether different car, a 9000.

Loveland followed the format I was now accustomed to and I planned my day accordingly. I was intrigued with the novelty of a vehicle that had been mechanically altered to not steer as expected, the wheel taking you left as you turned right. Very hard to master, but even more hopeless when the steering wheel is also not where I'm accustomed to driving, on the left hand side!

The afternoon finished with the traditional photo shoot and I was invited to stand with the 9000 that had brought me from Sturgis. The skies went dark. The forecast rain didn't arrive but the air had this odd smell of creosote. The evening meal was good and as all good Saab events extended into the car parking (Reference, car lot) to continue socializing. The Sunday goodbyes came around all too quickly and things were still happening.

The auction! Travelling as lightly as possible, I was



In LA.

once again sorely restricted to my purchase of only a book and some much needed wheel decals for my car at home.

Since Patti confirming unpaid work didn't contradict my visa, I helped with tidying up with the committee members and partake in lunch. Then helping Sandy by driving a 93 to Boulder gave me time to be a tourist again in this boutique town. Dropping off Julie at the airport and back to the hotel.

An early start with an Uber taxi dropping me at the train station for my next journey leaving promptly at 7.30am. Only it wasn't there. It arrived three hours later, like my arrival all a few days before, a very late service, it was feeling more like British Rail.

I was off on my next bucket list journey to San Francisco and the Golden Gate Bridge, Alcatraz, Lombard Street, and the cable cars.

2020.

Sat in our motor home on a very wet windy day in March as we watched the surf coming off the Atlantic beating the Cornish coastline from our vantage point on the cliffs. Trudi decided she was going to resign from work. We sat with tea and cake and planned a three-month road trip, including the convention and another family visit as options.

The lovely thing about Cornwall is, it can be very isolated, no contact with media or phones if you don't want to. So when we arrived home in Dorset a few days later

Trudi was dismayed to find her cancelled registration to the Pharmaceutical Society had been reinstated, free of any fees. The house phone had pleas from her work colleagues to help them as soon as possible. Two days later the U.K. was in a national Covid19 lockdown. We were going nowhere.

It is now July 2020 as this is written and Trudi hasn't been released from her obligation to the society registry just yet. Her normal coverage of staff shortages has resumed to allow exhausted colleagues a break after doing 13-hour days, nearly six days a week for over a month.

The hope that the Covid-19 virus will fizzle to nothing is doubtful particularly this year when the public do not play the sensible card and I have been dismayed a lemmings-like attitude to our town from day trippers to the beaches.

2021?

I plan carefully with the hope my bucket can be emptied of ideas, to replace with new ones. The road trip, more train trips and Saab gatherings to look forward to.

Without the American hospitality and kindness of Saab America members my retirement journeys would have been harder and so much less enjoyable. Thank you each and every one for extending the trip that started by reading an article at the Hershey Auto jumble many years before.

See you soon.



Saabs of the North Atlantic

By James Regan

The June 28th meeting of the Saabs of the North Atlantic Facebook Group in Paramus, NJ, was the second meet of the year for the group. The first smaller meet was earlier June in Oceanside, NY. As with many groups, finding locations to gather and restrictions in general have made these events difficult for everyone.

Several events prior to this meet had already been cancelled--Saabs @ Carlisle, Euros in the Park at the Saratoga Auto Museum, and the weekly Bear Mountain Cruise I's. Of course with The Saab Owners Convention postponed till 2021 everyone was itching to meet up to show off what they've been working on, and there were quite a few very impressive projects on display as you can see.

All things considered it was a great turnout, and things went pretty smoothly. This event is held in shopping center/ Mall parking lot where only restaurants are allowed to be open on Sundays. We've been meeting in this location for several years and never had issues with security, and this year looked to be the same; security would drive past every half hour or so, but this year after being there for a couple of hours, they asked us to break it up. So we did and headed over to another area not far away, where the same thing happened again.

We have a few new ideas in the works for the group and hope others can join us.

Saabs of the North Atlantic can be found on Facebook at <https://www.facebook.com/groups/saabstotna/>



South Dakota or Bust!

By Daniel Cahill

Did you know that Wyoming is almost entirely north of the southernmost point in Canada?

It's nerdy factoids like this you might need while roaming the wilds of Eastern Wyoming to keep you occupied in such an isolated area. "Home on the Range" was written about places like this and it didn't take long to spot the antelope at play off in the golden fields that stretched as far as the eye could see! Recently a Presidential motorcade of sorts left Denver bound for a Saab sanctuary in Sturgis, SD with SCNA's President Sandy Bogage and Vice President Daniel Cahill soaking up the miles in a 30-year-old 9000S.

With the traditional convention cancelled this year because of the COVID, we put our downtime to good use with a little trip to The Saab Heritage Car Museum USA to see old friends and lend a hand at the punch list of items as the museum continues to take shape. Like any ongoing project there is always a labor of love of things to do and helpful volunteers are always welcomed!

The Rocky Mountain Saab Club did most of the heavy lifting including wood trim work, hanging doors and painting. SCNA built shelves, organized the expansive study and freshened up the new board room all to move the museum forward and support the vision. Be sure to put the The Saab Heritage Car Museum USA on your bucket list and look forward to normal days when you can carve

up the miles in your Saab once again as Great Faces, Great Places (as the South Dakota Department of Tourism likes to say), await your arrival!



All photographs provided by the author.



The Doctor is In

By Kelly R. Conaty



Diagnosis: Saab Addiction

I am often asked, how did I become so enamored of old Saabs? Old being the operative word, because to me, an older guy, they are all old. You see, in my younger days, I was not a Saab fan. I wasn't even a fan until after Saab was an extinct brand. It is only recently that I have gained an appreciation for the brand, and this is my story.

I grew up in Massachusetts and was familiar with Saabs. To me, Saabs were unobtainable for people like me. I came from a hard-working lower-middle-class family, and Ford Falcons and Chevy Bel Airs were more our speed. My first car was a 1963 Ford Galaxie Convertible. To me, and people like me, Saabs were those expensive weirdly unique cars that were purchased by Doctors and Dentists and Architects and engineers. I looked at the brand with derision and not a small amount of class envy. I never knew anyone who owned a Saab, even though they were all over the place in New England in the 70's. I didn't think that I ever really wanted to know anyone who owned a Saab because, hey, they were snobs. I even made fun of Saabs and Saab owners.

Fast forward to the late 70's. I had completed a tour of duty in the U.S. Coast Guard and was ready to return to college at the University of Massachusetts at Amherst. Since I was prior service and a little bit older than most of the other students, I elected to live off campus. I didn't have much money to live on, so I was forced to share housing with several other people. One of my housemates owned a Saab. It must have been a 1977 99 GL or some similar model. I gave her no end of razzing over that car early on. "Saab Story," "Some A**hole Actually Bought," "Something Almost Always Broken," "Something An Ass Built," etc. But one thing didn't ring true about my perception of a Saab owner: she wasn't rich; she was a poor college student like me. She didn't fit the mold. Hell, her floor mats were dirty with horse manure and mud. She didn't have a pen protector in her pocket!

One beautiful morning, we awakened to a foot of snow on the ground. I had to make it to an early class,

and tried to unbury my van and make it out of the long dirt driveway to get to the as yet unplowed country road to make it to school. Needless to say, I got stuck. My housemate looked on with her arms crossed and a sneer on her face. "Do you want a ride in my "Saab Story"? she said with a glint in her eye. I had no choice, I had to get to class, and I had to eat crow to do it. I hopped in, and she plowed through that snow like it wasn't even there without any effort. This, in fact, was the first time I had ever been in a Saab. For all my snide comments and derision, I had no idea what the car was all about. Turns out that my



housemate had owned a Saab previously and had been involved in a terrible accident that should have taken her life but for the fact that she was driving a Saab. I have lost touch with her, but to my knowledge, she has never owned a car other than a Saab. That was 43 years ago.

When I was in Medical School, and first married and

The Doctor is In Cont'd

anticipating the birth of our daughter, having a safe vehicle was a primary concern. I opted for a Volvo 240 wagon. It served us well through the following years and that car always had a place in our hearts and minds. I loved that car. Many years later, while looking for a hobby, nostalgia brought me to old Volvo 240's. I would buy them, refurbish them, and sell them. I must have bought and sold 15 Volvo 240s in the late 2000's and early 2010's. I never even considered Saabs. In fact, an old Coast Guard buddy of mine used to tease me about my Volvos. I ought to switch to Saabs, he would say.



In the Fall of 2014 I returned to New England to visit my aging Dad. On the way, I stopped over to visit my old Coast Guard buddy for a night of libations and good cheer. We got to talking about cars, and he invited me out to his garage to see his 1994 Saab 900 convertible. He explained to me that the old c900 body style was retained


for the 1994 convertibles. Other than that 99 GL of my housemate, this was the only other Saab that I had ever sat in. I loved it! It was so cool and retro compared to modern cars. The engineering was amazing! From that night on, I set about to getting one of these 900's for myself.

I searched the internet, forums, craigslist, for sale ads for weeks. I finally found one in the price range that I was willing to pay. It was owned by a Swedish guy, a Doctor from Kansas City. He had it totally rebuilt in 2007 after an accident to the hood, with a top-notch paint job, all-new

side moldings, bumpers, and emblems. He had new upholstery and carpeting and a new roof installed. It was a low-mileage car that he took out occasionally on the weekends but he had lost interest in it, was losing his storage facility, and wanted to sell it. I negotiated the price down a bit and bought the car sight unseen. I arranged for delivery the night before Thanksgiving.

The car was delivered in the dark, at about 7:30 at night on Thanksgiving eve, 2014. The delivery guy explained that he couldn't get the key out and that the car would not start, so we had to push it off the trailer. The battery was dead, and not only would the key not come out, it was broken off in the ignition! I rolled the car down my driveway and under the lights took the first assessment of my first Saab. Besides the dead battery and broken off key, it had a set of funky wheels and was dirty and looked worn. The rubber window scrapers were rotted. The car smelled like a rodents' nest. I managed to get the car started and it sounded like it needed a muffler and the idle was hunting up and down. But no matter, this was my first Saab and everything that I found on that first night was fixable.

Here, six years later, that c900 convertible was the first of 7 more Saabs. I have since sold a couple and bought a couple and now have six Saabs. Each one has its unique appeal to me and I am reluctant to state which is my favorite. I enjoy each one for its quirky personality. Although I am likely to pare down on the number of Saabs that I own, I'll probably keep my first one. I have done pretty well financially, and could afford just about any new car out there, but I don't want an expensive new car. I love the car, I love the brand, and I love the Saab community. No reason to go anywhere else.

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

On the Column



By *Bob Miller*

The Soul of Saab

Animism is defined as attributing the characteristics of living things, particularly a soul, to inanimate objects. I've heard it said that the engine is the soul of the car. This applies even more to motorcycles, where the engine is traditionally displayed right out in the open, not hidden under a hood or, perish forbid, a plastic cover under the hood. Oh, there are a few motorcycles that hide their engines, sport-bikes in particular, where function trumps form. The shape of a motorcycle is not conducive to slipping through the air at high speeds, and long ago, motorcycle racers discovered that enclosing the bike within a fairing allowed it to go much faster on the available power, by reducing aerodynamic drag. Of course, this covered up the engine from view, but, to a racer, what matters most is speed, not looks. Nonetheless, most motorcycles proudly display their engines as works of art. They are visually interesting, with all those protrusions and castings and cooling fins right out there where you can see them.

They are raw, elemental, speaking to power. When water-cooling came to the world of motorcycles, the first examples lacked the no-longer-necessary traditional cooling fins. Motorcyclists declared them ugly and soulless. Manufacturers responded to this by casting vestigial fins on the exterior of their water-cooled engines, just for looks. When I was young and the earth's crust was still cooling, kids would attach baseball cards to their bicycles with clothespins so that they would flap against the spokes and simulate the sound of a motorcycle, because engines were cool. Some trains were pulled by diesel-electric engines, but some still had steam engines, with the cylinders out where you could see them, their enormous connecting rods exposed, pushing on the periphery of their equally enormous drive wheels. Perhaps the most soulful of aircraft engines are radial engines, which have their cylinders radiating out in a circle from a central crankcase. Because they are air-cooled, they are quite visible out front, with intricately cast cooling fins adding to the visual splendor. They smoke and snarl and rumble and shake like living things. What soul!

What does all the above have to do with Saabs? I'm glad you asked. Engineers tend to be a pragmatic lot; how well it works is much more important to them than how cool it looks or sounds. Yet Saab, an engineering-driven car manufacturer if ever there was one, produced some of the

most soulful cars the world has ever seen. I'm pretty sure that this conversation never happened among the Saab engineers in the 1940s: "Let's build a car with a tiny, smoky engine which lacks bottom-end torque and has a narrow power-band. Drivers will enjoy learning its peculiarities and take pride in its cool-factor." I'm not saying that the Scandinavians did not understand animism; hell, the Norse gods even named their special possessions, such as Mjölñir, the enchanted hammer of Thor, the god of thunder. Almost certainly, the conversation went something like this: "Well, boys, the demand for aircraft has taken a dive, now that the war is over, and we'd better switch to making cars if we want to keep our jobs.

As we know nothing about making engines, let's take a look at DKW, which has a 2-stroke engine with a very low parts-count. It'll be a lot easier to make one and we won't have to depend on outside suppliers." The 2-stroke engine had other virtues: small and light for its power output, and easy to start in cold weather. Regardless of how it happened, the 2-stroke engine was different and required driver involvement to deal with its characteristics. Placed in a small, light, good-handling sedan, it idled unevenly and howled with revs, like a racing engine, making it very suitable for a sporting car. A rigid unit-body, rack-and pinion steering and an odd but very functional nearly-independent suspension contributed to its sportiness.

Add wee Erik Carlsson, a motorcycle racer who decided to come in from the cold, and the Saab was a force to be reckoned with in winter rallies. A racing heritage sells cars, but it also attracts the Walter Mitty in us, who may not be racers, but enjoy the howl of a racing engine and the involvement of driving a car that demands to be really driven. This is certainly the principal behind the success of Ferrari. Enzo Ferrari only built road cars to finance his passion: building the world's fastest race cars. Even the road cars had sleek, aerodynamic-looking bodies and screaming, high-revving engines, and many were even campaigned on race tracks, but the majority sold to drivers who loved the soul of the race car in their road cars.

Motorcyclists understand this soul at some level; they put up with exposure to heat and cold and wind and rain and vulnerability in order to experience a vehicle that challenges them to be involved in its operation, rewarding them with speed and raw sensations not available in most 4-wheelers. At the risk of offending motor scooter enthusiasts, they are at the pragmatic end of the motorcycle spectrum, favoring practicality over machismo. They hide their small engines, provide some splash-protection and storage space, and can be stepped into, not straddled. They value fuel economy over raw speed and thrills. And, they are insanely popular throughout the world, providing basic transportation (and some fun) at a fraction of the cost of a car. But, one could argue, they lack soul.

On the Column Cont'd

Pilots understand the soul of engines. Oh, there are gliders, which need a tow to get airborne and then rely upon rising columns of air to maintain altitude. They offer the sensations and vistas of flight, the challenges of airmanship, and are definitely less practical for transportation than are airplanes. But to a powered-aircraft pilot, they lack that all-important engine. To some, the engine is just a practical necessity, hidden under the cowl and monitored to be sure that it is doing its job without distress, but at the other end of the pilot spectrum, there are those who fancy warbirds, especially the big, radial-engined fighter planes of World War II.

Flying these is pure fantasy-fulfillment. Just putting up with the idiosyncrasies of a radial engine requires commitment. One cannot just jump in and start it up. Oh no, one must first hand-turn the propeller to pump oil out of the bottom cylinders to prevent hydro-lock (oleo-lock?), which is trying to compress the incompressible oil that has accumulated. It might have an electric starter, but it just might use a cranked-up flywheel to rotate the engine, or compressed air, or even use a shotgun-shell blank fired into a combustion chamber (known as a Coffman starter).

Even when it starts, it doesn't do it all at once. It fires on one or two cylinders, and then more join in,

until shaking and roaring in a glorious mechanical cacophony. It leaks and burns a lot of oil, too. It has its practical aspects: it is longitudinally compact, has excellent air-cooling, and is resistant to damage from gun fire, compared to a water-cooled engine with its radiator and cooling passages. But to a warbird enthusiast, practicality takes a distant back seat to sensation, soul, if you will.

Back to Saabs. Having established its sporting identity with the early cars, as opposed to Volvo, which was larger, heavier, and more conservative in its engineering, Saab then moved forward with advanced designs and innovation, but never forgot its sporting roots. The next evolution, the V-4 engine, was chosen more for fit and emissions compliance than for sportiness, but added the capability of making much more power. I'm sure that Saab's rally

drivers welcomed the change from the 2-stroke in this regard. The Sonett was totally impractical: tiny, low, noisy, harsh-riding, even advertised as a toy for adults, but boy, was it fun to drive. As Saabs evolved into larger, more comfortable cars, so did their engines, and technology brought us 4-valve per cylinder engines and turbochargers, first for racing, and then in production Saabs. The larger 99 and classic 900 still handled a graded road better than most cars, and on pavement showed remarkable traction and confidence-inspiring cornering. Sporting models like the EMS and then the Viggen satisfied those who wanted even more sport in their Saab. The 9000, although the largest and most luxurious Saab up to that time, also was one of the best handling. Throughout its evolution through the new 900, the 9-3 and the 9-5, Saab never lost that elusive combination of practicality and sportiness that give a car soul.

I think that the musical sound that issues from the Jack Lawrence glass-pack exhaust of my Sonett V-4 contributes greatly to its character, and my 95 just wouldn't be right without its screaming 2-stroke, but I am not a believer in animism. A girlfriend from long ago tried to name the 95 Emma, but I would have none of it. It's just The Saab, not a person. Besides, it is clearly masculine.

I know that my co-columnist, Linnea Krajewski, names not only her multitudinous pets, but her Saabs as well, but I think that that is just plain silly (although it's true that I named my Yamaha 650 Maytag because of its appliance-like reliability). Well, I'm off to my shop to plant my butt on my rolling shop-stool, Keaster-Perch, and crimp a few spark-plug wires with my short-handled sledge hammer, Mjölir.

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

Consistency

In my efforts to remain relevant to the professional aspects of my column, I have continued to subscribe to and read Motor Age magazine. This magazine is read by many professional technicians and independent shops nationwide. My interest was piqued in May 2020 by an article titled, "The Importance of Consistent Inspections." I have been talking about this and writing in this column about this subject since 1994 in NINES #224 (brake fluid changes). I printed and filed this article but then in the July 2020 issue of Motor Age I read another article about accessory drives and their service. I again printed and filed this for further research and within a couple of weeks Motor Age announced a webinar entitled, "There's Nothing Routine about Routine Maintenance." It was very obvious that a subject so common and important had to be restated and reviewed to be sure that everyone understands how important consistency is in maintaining our vehicles. It really makes no difference whether you are a professional or a DIY, the information that you build with consistent inspections will give you history, present condition and future costs to maintain your vehicle. Failure to have enough knowledge will potentially lead to more expensive repairs, failures, and unreliable transportation.

I have related in this column that I do my own inspections at every oil change which is at 5000-mile intervals. I augment these inspections by having a yearly professional courtesy inspection done by Saints Automotive in Princeton, MN. Whenever I have the car in their shop to do some work that I don't want to do or can't do myself, they do a courtesy checkup. I have always maintained that you should take your car to someone you trust and then trust their judgment to help you make good decisions. I do that. I have the written courtesy inspections from Saints Automotive (provided free) and my own written record to provide a plan to preserve and enjoy my Saab.

Many of us will find that our inspection regimen may be unusual in 2020. Whether through a plan or just because of COVID-19, our miles have substantially decreased. Consequently, the oil changes that came frequently on my Saab at 5000 miles now became infrequent. As a result, my planned consistent followup for the brake fluid and antifreeze testing that I wrote about in NINES #355 was due at 15,000 miles (275k) but I only had 272k and 3000 miles on this oil change. A look back at that article will show the test strips and the test pen that I used to check the condition of the brake fluid and the antifreeze. Are you ignoring,

testing or changing your fluids to prevent costly failures in the future? As expected, when I tested the antifreeze it tested okay and the brake fluid test showed moisture content at 3%, or in the danger level, so it needed to be changed. The copper corrosion test also showed the brake fluid in the danger area. Knowing that I needed to change the brake fluid, I determined that this was an opportune time to do a closer inspection of the brake hoses that I usually inspected at the oil change intervals with a tire rotation. I jacked up the car starting with the right front wheel, removed the wheel to inspect the brake hose carefully and inspected other suspension components and drive axle. Unfortunately, I discovered a torn inner CV boot. The other three wheels, upon removal and inspection, uncovered no further problems. I was quite surprised to find the torn CV boot. It was an original part that has never been replaced, but 9-5s in my experience have very few problems with these. My inspection of the brake hoses verified that they are okay so the brake fluid could be changed without delay.

I needed to make a decision on how to repair the CV boot. Based on my experience and knowledge of my Saab, I decided to order just a new CV boot from Matt at eSaabparts.com. I realized that this boot was OEM quality and about \$33. There really are several different ways to make this repair. I knew that the car had no noises or vibrations from the drivetrain and that the CV joints were in good condition. I believe the boot had been torn for a very short time or miles. based on the amount of grease that had been thrown out of the joint and my inspection consistency. Had there been noises and vibrations I would have made a different repair. The possible repairs for this problem could be the one I chose of just replacing the boot or I could



Paul Seline, technician, Saints Automotive using hand suction pump to safely change brake fluid. All photographs provided by the author.

have purchased a used axle from the junkyard that had good boots. I could have purchased a remanufactured axle from one of many suppliers to the aftermarket. These remanufactured axles with a guarantee range in price from about \$50--\$90. Many of you have used these remanufactured axles successfully. I think the important thing to remember with these axles is that I don't believe that they are remanufactured at all. I think these axles are used ones or cores that were returned because of some defect causing

Professional Perspective Cont'd

replacement. These days I believe all of these cores are taken into a facility that cleans, disassembles, inspects the used parts and reassembles the "good" used parts and new aftermarket CV boots. If the company doing this disassembly/reassembly process is really doing a good job of inspection, then you will have a quality, warrantied part to install in your car. In my case, I didn't want somebody else's used axle parts in my car when I was confident that mine were okay. I just needed a boot.

I had to make a decision as to whether I would replace the boot and change the brake fluid myself or take it to Saints for the project. I don't own any type of brake bleeding equipment so I decided that Saints would be needed. I wanted the fluid changed without using the brake master cylinder to provide the pressure to push the fluid through the bleeders. When the brake pedal is fully depressed when bleeding the brakes, the master cylinder piston is pushed clear to the bottom of its cylinder. Normally



Torn CV boot: Consistent inspection allowed finding the torn boot at the top left-center of the picture. Only replacement of the boot was necessary. Find it, fix it before there's a major breakdown.

does an excellent job without any danger to an old master cylinder. Since I'm going to have them change the brake fluid they will have the wheels off the car, on a hoist and replacing that CV boot will be easy peasy! I called and got an appointment and my friends at Saints did the job, plus they disposed of the old brake fluid which also would be a problem for me.

I believe that the Motor Age article about accessory drive belts should be a warning to us all. For instance,

the 9-5 accessory drive belt or serpentine belt is a wear item that is almost invisible yet it is so important because it drives the water pump, alternator, A/C compressor, power steering pump and has several idlers. A failure of any of these components or the belt itself is a near catastrophe. Engine overheating is inevitable without the water pump function and the power steering ceases to operate. So, do you check your belt occasionally? How do you do that? Do you know what to look for and what to determine when examining it?

Continental is the brand of serpentine belt that I installed on our 9-5. This is what Continental states about serpentine belts: "Modern belts do not necessarily show signs of failure before they fail. With ethylene propylene diene monomer (EPDM) belts now the industry standard, it is nearly impossible to tell if a belt needs to be replaced



just by visual inspection. Since EPDM belts don't crack or chunk out like previous generation neoprene belts, the only way to check them for belt wear is with this simple gauge." (See picture).

I believe that it is necessary to establish some time or mileage for each of our cars to remove whatever is necessary to gain access to properly measure and examine the serpentine belt. On my 9-5 that means removing the top motor mount. Not a big job but simply necessary for proper measurement, examination of the belt and other driven components. Any mis-alignment, worn brackets, idlers or tensioner can wreak havoc on these belts. Most people in the auto industry now believe that EPDM belts' lifetime is 60-100,000 miles. I replaced my serpentine belt at 237k miles and will check the belt for wear and damage at 50,000 miles and if there has been no damage or problems found, re-examine it once a year or every 15,000 miles up to 100,000 miles before replacing it. I have the belt wear measuring tool handy so any time I remove enough pieces or parts of the engine so I can get to the belt, I will examine it for wear regardless of the miles. We had equipped our technicians in our shop with this tool years and years ago so that they could take every opportunity to measure serpentine belts on our customer's cars as a courtesy. When replacing a belt, it is important and good practice to replace the tensioner and idlers as well. Don't wait for a break in the belt. It could cost you an engine.

Hopefully, these few things will spur you on to be consistent in your inspections and maintenance. As the Motor Age piece said, "There is no routine in routine maintenance!"

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

Old Friends and Remembrances

Editor's note: Linnea is in the midst of a big move, to a house with a barn for all her Saabs! So to spare her some time she desperately needs, we are running this article which she wrote in 2004.

We met on a cold November afternoon. I was out and about, looking for something to replace my tired old Horizon, and she was sitting there, waiting for a new owner. The minute I stepped onto the lot, my eyes locked on her and wouldn't let go.

She was black and flawless, her exterior polished and shiny. Her interior was faultless charcoal leather, her headliner a tasteful, undrooping grey. She was beautiful in an unassuming, unpretentious way.

I wandered into the showroom, and, after waiting a few minutes, a salesman came out of an office and I made inquiries about the 1995 900 SE coupe out on the front line in the lot. The salesman produced some keys and a dealer plate and off we went.

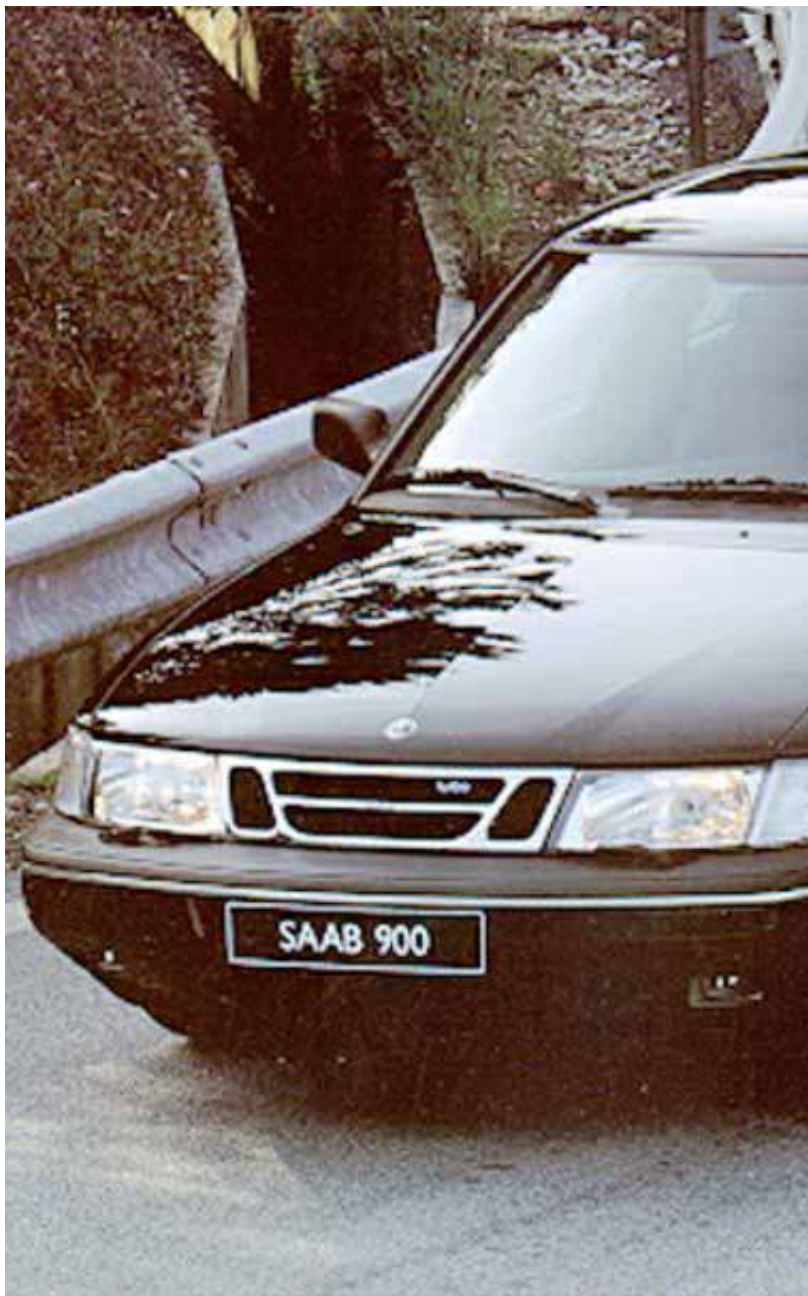
The engine was powerful—more powerful than any vehicle I had ever driven (save for those I used to flog out in Oswego and Glens Falls and my old boss' Viper). The Saab handled like she was on rails. The salesman was turning a funny shade of green in the passenger's seat.

We returned to the dealership, the salesman quoted me some numbers and I told him that I'd go off and think about the offer. I had a few cars to dispose of and a bank account to rearrange, and that was going to take some time. As I walked off the lot, I looked over my shoulder, Somebody else would probably come along and scoop her up, but that was OK; the '97s were out and the '96's were priced to sell. But there was just something about her....

I started driving by the dealership on my way home from work. Just to check on her, you know. Just to make sure that she was being properly looked after. Just walking around her to make certain that some rogue lot boy hadn't carelessly flung open the door to another Saab and damaged her.

And then, one night it happened. I stopped by the lot on my way home, as was becoming my custom, and she was gone. Gone!! My Saab was gone!! I sat there in disbelief for several minutes, the horrible reality sinking in, and then drove around to the back of the dealership and peered

through the cyclone fence at the service lot—surely she had to be back there!! But no, she wasn't in the service lot. Or the storage lot. Or any other lot. She was, indeed, gone. A curious wave of sadness began to settle over me, as if I had bid farewell to an old friend, never to be seen again. Forget the familiar refrain that it didn't matter if someone else took the lovely 900 home and that I could just get a newer Saab. I knew at that point that the stunning '95 had gotten seriously under my skin.



Linnea is moving, so photos of Saabrina are not to be found. T

I let it go for a few days, figuring that she had finally found a new home. So, when, about a week later, I chanced to drive by the dealer once again to see what they had on sale (and, to give me a chance to get over

Through a Windscreen Darkly Cont'd

the shock of her disappearance and let me heal) there she was...back in the front line, alarm LED winking in the darkness on her dashboard. Overjoyed, I ran around her, just to make sure, you see, that she wasn't scratched or dented in any way.

A few days later, the salesman called me at work. "Hey, the sales manager is having a big push on for the end of the year. He wants to sell as many used cars as possible. Are you still interested in that black 900?"



this one will have to stand in.

Now that was a silly question.....

I went down the following Saturday and got some more information on my 900 and sealed the deal. She was

formerly owned by a wealthy girl who lived not far from where I was going to school. Daddy had purchased the 900 for his Little Girl, and Little Girl had driven the beauty back and forth between Boston and home, as Little Girl was a student at Boston University. (The 900's wheels bore this out—a student at BU she may have been, but a student of driving she was not. All four of the 900's wheels were badly chewed up. It appears that Little Girl used the Braille method to park....) When Little Girl graduated from BU in May of 1996, Daddy traded the 900 back for a 9000 CSE turbo—and then paid a small fortune to have the 9000 shipped to California.

Once back at the dealership, the 900 sat for a week. A new sales manager was then hired, and told to choose any car from inventory to be his dealer driver. He chose my 900, and drove her until August of 1996, when he left the dealership. From there she sat. And sat. And sat. Until I came along.

The deal was finished. I had just signed a ream of paperwork and had agreed to a purchase price that was nearly double what my parents paid for the house in which I grew up. But she was mine. Before I left, I went back out onto the lot and ran my hand over the spoiler on her bootlid. "What fun we will have together....Saabrina."

The rest, as they say, is history. Mum, Dad and I went down about a week later to retrieve Saabrina from the dealership. Whilst we waited for the final papers for her temporary tags to be signed, Mum and Dad wandered about the showroom. I was out in the back communing with Saabrina. I heard a funny choking sound—Dad had just seen the window sticker on the brand new SE convertible that he had been ogling. After Dad put his eyes back in his head, and the last paper was signed, we took off. As Saabrina's front wheels hit Charles Street, the odometer read 18,999.

It's a warm morning. The sun is coming up, breaking through the storm clouds that blanketed the sky last night. I've just left Saabrina in the lot at work, looking over my shoulder as I enter the building. Her odometer reads 247,715.....

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

So far our time with film photography has been a very fun experience. We've learned from our friends and through trial and error. We've been experimenting with 35mm, 110 film and even 120 film and cameras. We find that we enjoy shooting film just a little more than digital photography because we never know what we're going to get with each shot. Even though we're still new to this format, we're striving for our signature style while still having fun.



Same, but different! Jonathan Moore's BSR Tuned 9-5 Arc and Kyle Hudson's 9-5 Aero.



Covid-19 did not stop our Maryland Saab Group members from having a socially distanced meet!



Choose your poison, traditional 3 spokes or two piece wheels? Jonathan Moore's BSR Tuned 9-5 Arc and Kyle Hudson's 9-5 Aero.



The Vigen holy grail. Trace Thompson's Monte Carlo Yellow 5-door getting some attention at Harvey Richardson's shop.



Saab nailed it with the profiles on their cars. 9-5s always look great no matter the angle. Jonathan Moore's BSR Tuned 9-5 Arc.



Basking in the sun at our annual Swedish BBQ meet hosted by our sister club, Volvo Owners of Maryland. Cameron Lynch's 900 S Turbo, Emma Marroquin's 9-3 Aero and Joshua Baker's 9-3 Arc.



From beginning to end : sport sedan style. Emma Marroquin's 9-3 Aero, Hiram Marroquin's 9-3 Aero, and Larry Schofield's 9-3 Aero with the Turbo X Appearance Package.



Poetry in motion. Larry Schofield's 9-3 Aero with Turbo X Appearance Package.



We personally like our saabs old-school! My personal 1999 9-5 with some go fast goodies.



Don't let the simple appearance fool you, this 9-5 makes enough power to send a piston into orbit. Jonathan Moore's BSR Tuned 9-5 Arc.



We are simple folk. We see a nice Classic 900, we take pictures of it. Yusuf Turner's 900 Turbo Convertible.



Friends who Saab together, stay together. COVID-19 be damned!

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



Saab Services and Discounts

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

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

P: 440.716.2000
F: 440.348.2006
Oregon

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

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

Pennsylvania

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

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

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

South Carolina

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

Tennessee

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

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

Vermont

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

Other:

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

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

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

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

Deadlines for submissions to *NINES* are:

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E-mail submissions to sethbengelsdorf@mac.com.

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

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1729 Lynnville Trail
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A Winter Harvest

By Don Northam

Trim levels and accessories have always been synonymous to Saab, each enhancing the aesthetics, ergonomics and usability of an already driver-oriented vehicle. It is sometimes hard to imagine a quintessential 900 hatchback without its vented louvers hovering over the rear glass, a SPG without its lower cladding, a 9-5 Aero or Viggen without thick bolstered front seats. Over the years, I have had the privilege of handling many hard-to-find parts and accessories pillaged from junkyards up and down the east coast. Hobby and business have grown hand-in-hand and it has been a joy to source and find homes for thousands of parts for customers turned friends (and vice versa).



An otherwise quiet workday at home became an illuminated switchboard of notifications, texts, and phone calls. Upon further investigation, the rise originated in an obscure 90's era car enthusiast page online called RADwood, one that celebrates the quirky, limited production models and marques that embodied the decade. A Volvo 240 owner named Aaron had spotted a 2000 9-3 in top trim, one he referred to as "SADwood" due to its current state," and he knew its wares were in desperate need of saving. The pictures he shared quickly found their way to a number of Saab groups, which pieced my name into the puzzle due to my location close-by. The photos were jaw-dropping: what stood on makeshift jackstands in a Virginia Beach junkyard was a sleek, black 5-door 9-3 Viggen intact and free of fatal damage. Although I try to separate my emotions from part pulling, it pains to see any Saab find its way to such a resting place too soon.

What stopped me dead in my tracks, though, were the detailed pictures that followed. The interior housed one of the most mythical options ever offered, the Flame Ochre interior. Offered solely in 2000, only ten cars made it stateside housing these seats and door panels. Most Saab enthusiasts have only seen photos of the bright, poppy orange interior inserts online or in old brochures, lusting after the unique but polarizing leather adornments. It may fall back on the old saying about wanting what one cannot

have, but for myself this had never even been an option. In what universe would I ever come across an actual Ochre equipped Viggen, let alone have an opportunity to own its sacred hide? Whatever Swedish stars had just aligned, now was that opportunity to carry the fire.

Local time was just after 2pm and a quick query revealed that the junkyard essentially closed up shop at 4pm, an impossible window to allow for both travel and any fruitful part pulling. I shifted in my chair, took a deep breath and immediately began planning a proper salvage mission. This exceedingly special Viggen had just been shared to thousands of individuals and I was convinced that every one of them was chomping at the bit to rush down to claim its adornments. Many who were just too far away were the ones tagging me as a local and fellow Viggen owner.



My mind began to itemize the desirable parts, what tools were needed for removal, and how to Tetris each of them in my 9-5 wagon. It soon became apparent I would "need a bigger boat" or perhaps a tag-team partner to wrestle bumpers, seats, and drivetrain into submission. There was only one name in the Rolodex that shared a logistics mind and constant fever to chase parts, SCNA board member Allan Holmes. Even if there were scheduling conflicts on either of our parts, all would have been out-the-window with such an opportunity in front of us. A plan began to form, including doubling our load capacity to two vehicles, arriving first thing in the morning to queue ahead of any other parts hunters and assess what was available, as well as making sure no stone was left unturned on the vehicle once we were there. As one can imagine, little sleep was had Wednesday evening and with gates opening at 9am, our battleships would have to be on the road extra early to make the 100+ mile quest to the Virginia oceanfront and take our spot in line. My mind wandered to scenes of a parking lot full of diehard Indiana Jones types knocking the doors down for a chance at possessing the Ark of the Covenant. Nerves were perpetual all night and persisted during the long drive down, as I was convinced a cavalry of scalpers were descending down with me.

The slow turn into the parking lot eased most of my worry, with only a few junkers dotting the perimeter and not even an employee vehicle in sight. We'd be first in line

A Winter Harvest Cont'd

at least, so we readied our tool bags and suited up. The twenty-minute wait seemed an eternity as we made small talk to keep our minds off the unfathomable items that lay just inside. To our surprise, the parking lot remained vacant when the lock was finally lifted. Shoulders seem to lower and a leisurely walk cleared our heads, the battle now simply between us and any stubborn fasteners. The front contour of the Viggen is unmistakable so finding the car gave us no trouble. It was bewildering to see the car completely untouched by tools except for a missing hood emblem (likely a memento for our Volvo saint) and bare hubs naked of their 5-spoke alloys. My seasoned junkyard mind switched to tools and pulls, giving no thought

their settled twenty year foundation. A little ingenuity forced the axle nuts to bow to our makeshift 15-foot breaker bar, in actuality a FULL exhaust system placed over the end of the ratchet. As we neared some six hours of casual, therapeutic wrenching, the bare shell was left void of any hints of its former trim attire. We looked in awe at our labors over the now-bare shell, pleased to know some special and evaporating parts were safe from the crusher. I personally had not thought beyond removal up to this point, eagle-eye focus on securing the package and getting it to safety. Yet loading, examining, and appreciating each bit as they were divided for transport presented a realization that such iconic pieces would live on in a number of other Saabs.



to anything more than the impact driver I readied with a Torx socket appropriate for the valve-cover bolts. My co-pilot spoke only in expressive gasps, noises induced by pure unbelievability of the jewel we just unearthed. A handful of rescued parts had made it onto the oversized cart before I took a break to really examine the faithful donor. There lacked any clue of its actual demise inside or out, everything in good order and condition. Knowing its placement is irreversible made it ever the more sobering but equally bolstered our desire to save as much as possible. Our heads drew down and we both began breaking threads loose at every corner. Panels, seat buckets, door cards stacked up atop the neighboring Volvos and Civics. Lunch came and went, time an illusion under a steady-lit cloudy sky. A second cart became a necessity the further we got into the chassis. Spoiler and muffler and driveshafts, all a different fight or fuss from

The sun set on the journey home, a warm glow both above the horizon and from the supple leather stacked just behind me. I had felt this similar moment dozens of times over the years, with a bounty of ripe spares freshly picked from the patch. But this time felt much different, it felt more personal. Mutually by passion and business, I tend to share the spoils with fellow owners, having shipped parts to every corner of the Earth. This time, however, I would be selfish and spice up my own Saab interior. My 2000 Viggen that forever sealed a bond with the brand some ten years ago will be a Flame Ochre bearer. To VIN YS3DP55G8Y7012571, I simply express thanks and gratitude for your sacrifice. To my scrap-heap sidekick Allan, enjoy the extra set of Viggen bumpers and memories of finding (nearly) buried treasure. As for the original spotter Aaron, all I can say is: you name the bar, I'll open the tab!



Focus Automotive

By Roger Harris

Focus Automotive in Bow, New Hampshire

This is the 12th edition in a series of articles about those who care about the Swedish brand enough to focus on the repair, service and sales of Saab cars even as others have moved on. The point is to let those who continue to enjoy the individuality and great value of the cars to know where these unique shops are and what they offer.

This series of articles about Saab shops with multiple employees has endured for several years to help keep the Saab spirit alive. Likewise, it is always nice to continue to find that there are still Saab shops that have been around for years that I have yet to discover. In those shops are interesting people who have helped to make our travels more interesting, safer and dependable in the unique cars we own.

These days, Saab-focused businesses are dealing with hardships given the necessary COVID-19 restrictions. Additionally, people may be driving less or have less money for repairs. Yet, the camaraderie and pride of Saab owners still comes through regardless of the pandemic. Indeed, one classic Saab owner told me that his 96 V4 helps to keep him distracted from the sad world of the pandemic.



Above left is a sign of the Covid-19 times. At right is the replica Saab sign mounted on the side of the shop. The second sign (clearly visible from Rt. 3A in Bow, NH) brings the dedicated Saab owner back to the happier pre-Covid-19 days. All photographs by author unless otherwise noted.

Joe Cogan is a co-owner of Focus Automotive in Bow, just south of Concord, N.H. The shop has always focused on Saab car repair since opening up around 2002. The original dba name of his shop was “The Saab Shop.” Saab repairs still make up the largest share of their work with Ford second. (Perhaps Ford Focus owners are drawn to the shop given the name?) Included in the family run business is his wife, Michelle Cogan as co-owner and office manager, Tim Cogan – service writer and customer liaison, and Aaron Jameson, mechanic.



Above are Aaron Jameson, Michelle Cogan, Joe Cogan and Tim Cogan. Picture courtesy of Focus Automotive.

Joe started his career off in 1975 when he worked for the Chevrolet – Saab dealer in Acton, MA, while still in high school. He began as a helper and eventually became a mechanic. He had official Saab training with John Moss and Jay Flag. He went on to work at Patrick Motors in Worcester area, then at Saab Nashua North. Joe has achieved ASE Master Technician certification and L1 Advanced Performance Specialist among other designations. As shown by the extensive wall of certifications, his wealth of automotive knowledge is constantly growing, and he continues to broaden his expertise through factory and supplier training and real-world experience.



Above is the wall of certifications at the Focus Automotive shop.

Joe’s favorite Saab model is the 9000. His favorite Saab features include turbochargers and the car’s crash protection system. It has saved both him and his kids on different occasions. The Cogans have been a Saab family

Focus Automotive Cont'd

since 1978. Joe's first Saab was a tan 1970 99 with the 1.7 liter carbureted slant-four overhead cam engine and 4 speed transmission.



He feels that the business has received excellent support from the national Saab parts organization. There are a few items that it would be nice to see in production again but overall availability is pretty good. They have been let down on a few classic 900 parts. His shop services a wide range of Saab models. Recently, he had a Sonett sports car there for repair.

Several of the biggest issues with newer Saabs include front coil spring cracks, inlet valves, and electronics. He says that because of the age of the cars, many have not held their value as they once did, kids get them, drive them HARD, and have no money to keep them up. Joe said his customers are extremely loyal to the brand but many are wondering what to drive next. Joe's opinion is: German - ugh. Asian - boring. Domestic - meh. There is nothing like a Saab in his mind. You get a a lot of "Bang for the buck" and he feels they

were hands-down the best value out there.

I asked what is the highest odometer mileage his current Saab clientele has and on what model and year? He responded: 323,541 miles on a 1998 Saab 900 that they converted from an automatic to a stick back 150K ago. Customers come from New Hampshire, Vermont and Massachusetts and other New England states to have their cars serviced at Focus Automotive.

Focus Automotive has a Saab loaner car available for customers. During regular times, they have a customer waiting room available for use. They are an official state of New Hampshire inspection station. They have Tech II and Candi diagnostic tools among others and have a subscription to TIS. Occasionally, they sell used Saabs. As of the end of July 2020, they have a 1992 900 convertible five-speed for sale.

Focus Automotive is located at 1235 Rte 3A, Bow, NH 03304. They can be reached at (603) 224-5222 or by emailing at focusautonh@gmail.com.

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



Viggen Story

Ed Note: Purchasers of the VIP Package at the SOC 2019 are featured in issue #360 and below:

Bobby Sidhu

Calgary, AB, Canada
2002 3 hatchback

I first learned about the Viggen from an article I had seen on Saabnet.com. It referenced that Saab would be launching a limited edition ultra-high performance version of the 9-3. After I saw the first teaser/promo photos I knew I wanted one.

I have owned my Viggen for 13 years and had been wanting one since they were first introduced in 1999. During that time, I owned a black 1988 Saab 900 SPG and was always trying to find ways to make it faster. I knew that ultimately in order to have the performance that I was seeking I would need to transition to a Viggen.

In 2001, I finally saw my first Viggen at a local Saab dealership. It was a black 5-door hatchback. Around the same time, I had seen one in yellow that was always parked near where I worked. I knew it was going to take a lot of time and patience until I found the perfect Viggen. In the years that followed I had only managed to test drive 2 Viggens, black and lightning blue, neither of which met my criteria for being flawless. Several years later I woke up one morning to find an ad online at a local Nissan dealership. I knew immediately they had no idea what they had from talking to the dealer and that I was buying it. I got the keys from the dealer and when I opened the door it still smelled new. It only had 58,000 km and was in pristine condition. It had been traded in by the original owner, with all records since day one, and most importantly it had been pampered. They gave me the car for a 24-hour test drive; however, I didn't need it for more than 5 minutes to know it was mine. I turned the car around a block away went back inside the dealership and said "sold." I finally found my perfect Viggen.

during Saabs@Carlisle is the "Dinner and a Movie" under the big Saab tent on Saturday night, however, this was not scheduled due to the circumstances --- well, this void was filled in a big way. Romisher and T. Coleman dashed to the supermarket and returned with a Saab full of food, condiments, grilling utensils and enough spirits to keep a small island mildly inebriated for a week. Coleman led the way on the grill, assisted by Romisher, who pulled double duty on the grill and behind the bar. The food and drinks were befitting the British Royal Family. Between the music, courtesy of Stilwell on the ukulele and Grubbs on the mic, it was a night to remember. With 80's melodies filling the big tent and enough food to feed the Swedish Army, party central was underway, even the Carlisle Event Staff stopped in and enjoyed the food and music. We had a whale of a time, listening to the "Saab stories," watching friends indulging in a post-meal stogie and being totally immersed in the very epitome of the Saab culture until 3:00ish AM.

The Central Penn Saab Club did a magnificent job putting together another spectacular Saabs@Carlisle. A huge thank you to The Saab Project and Virginia Saabs for making the Saab TakeOver Convoy one to remember. A special thank you to Scott Patterson and Saabnet for, as always, showering our convoy with plenty of Saab swag. Thank you, to everyone that participated in our convoy, especially the 1st-timers. We also want to thank all of the Saab enthusiasts that just came out to the various convoy meetup points just to say hello, even though they were not making the journey to Carlisle with us.

In the midst of uncertain and trying times, while looking into the abyss, the Saab community, once again, displayed its unwavering dedication, perseverance and passion, while coming together to nurture old relationships and forge new ones. With all that is going on in our neighborhoods and throughout this world, is it not refreshing to see that the more things change the more some things not only remain the same, but get better ---- Lange leve Saab!!



SOC 2020 UNconvention

By Mark Welker

The SCNA held a fun, tongue-in-cheek alternative to Saab Owners' Conventon in August—the 2020 UNconvention. Many thanks to our membership who entered in the spirit of the fun! We received numerous nominees for 2 of our award categories: “Mature Enthusiast” (rather than “Young Enthusiast”— this was for a person 55 or over with a dedicated history of Saab ownership and enthusiasm) and “Destruction Award” (rather than “Preservation Award”—this was for cars that had been destroyed in the oddest way or by twist of fate, no harm to people). The SCNA Board voted on the entries, and the winners for each are as follows:

Mature Enthusiast Award:

--1st Place was Ron Raymond, Munnsville, NY, --2nd Place was Pierre Belperron, Fremont, NH, --3rd Place was Bob Start, Rockport, ME.

Destruction Award:

--1st Place was Peter Fagen, Atlanta, GA--1995 9000 Aero, LeMans Blue, --2nd Place was Dan Morley, Tacoma, WA--1966 96 (converted to V4), --3rd Place was Peter Fagen, 1991 900 Convertible, Beryl Green.

Special Mention: “Persistence” Award:

--1st Place is Nathan Warner, West Sand Lake, NY.
-- 2nd Place is Ed Lorenz, Oneonta, NY.

Congratulations to these winners! Each winner was awarded a plaque for their final placement in the contest.

Ron Raymond - First Place Mature Enthusiast Award



I have been dealing with ALS for the last 20 years and can no longer drive or even ride in any of my cars, but I just can't bring myself to part with any of them! Each one was searched for extensively.

1973 Saab 96: 6000 original miles, never titled or registered.

We also produced a Limited Edition (only 99 of each) T-shirt and Rally Plate to celebrate the UNconvention! We are delighted to say that all the T-shirts sold out! There are still some Rally Plates remaining for sale through our website (saabclub.com), so grab 'em while you can!

Peter Fagen - First Place Destruction Award

A severe thunderstorm swept through downtown Atlanta and a big tree next to my driveway landed on two of my Saabs.



One was a 1995 9000 Aero (Le Mans Blue, manual), only 63 made that year.

The other was my 1991 900 convertible (Beryl Green, 116 made that year). The irony is that was my 2nd Beryl Green convertible, first one had a transmission fail!

Special Mention: “Persistence” Award:

1st Place is Nathan Warner, West Sand Lake, NY.

Nathan showed up at The Desmond on July 18th for SOC!! His comment: “2020 SOC. Where is everyone? Hope to see you all a year from now - same place!”



1986 900S notchback: The only new car I ever bought. Picked up at the factory and enjoyed on the Autobahn!

1989 SPG: Totally original with the exception of a radio/ CD player from a 9000.

1991 SE convertible with 67,000 original miles.

2002 9-5 Aero wagon: The car I was driving before I couldn't drive any longer. All my cars are kept at home in Munnsville, NY.



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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/>

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President's Letter

SAAB CLUB

OF NORTH AMERICA

Dear SCNA Members,

Thank you for taking the time to read through another issue of *NINES* magazine. Based on my experience with the Saab Club, from the time I was an attendee at SOC to my joining the board and finally serving as President, SCNA has always represented an alternative to the world around me. I have found some amazing parts and vehicles, connected sellers to eager buyers whenever possible, and have been lucky enough to meet and get to know some of the many people who make this a unique community. During this time of uncertainty and turmoil, the Saab Club has been a welcome diversion to the reality at hand. I hope that it can serve as a peaceful escape for you as well.

While life has been on hold for so many of us, I did have some responsibilities to take care of this past summer. Over the past few years, my Saab collection has grown, and one of my cars had become somewhat homeless half-way across the country. In early July, I flew into Albuquerque to retrieve my 1990 9000 S from a storage facility and drive it up to Denver. Once in Denver, I spent a few days visiting my father before joining the Rocky Mountain Saab Club for a long-planned weekend at the Saab Heritage Car Museum USA in Sturgis.

The museum is quite expansive, so it wasn't hard to stay more than six feet away from the handful of other volunteers who attended. We thank Tom and Patty Donney for their hospitality, and it was great to help out at the museum and connect a bit with the Saab community. The welcome center looks great, as does the collection of vehicles, photos, and other Saab memorabilia. SCNA and the Saab Heritage Museum hopes to host an SOC in Sturgis in the next few years.



Those of you who are regulars at the annual events know that Carlisle was postponed from May to August. Again, I was fortunate enough to be healthy and able to attend the Carlisle event this year as well. As you can imagine, turnout was again low, but Saab consistently has the strongest showing of any make, and this year was no exception. There were some special treats including a 9000 Aero with only 81K miles, a 900 friction tester, and an impressive array of stock and modified cars with almost every model represented.

Please see other articles for more information and photos from these and other local events. Please send us pictures and stories about your Saab adventures as we continue to work to connect the Saab community across the United States, Canada and beyond!

Respectfully,

Sanford Bogage
President, SCNA

The Saab Club of North America, Inc.

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Daniel Cahill, Vice President
Greg Abbot
Shelly Baxter
Seth D. Bengelsdorf,
Parliamentarian
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Allan Holmes
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The Saab Owners' Convention
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Saab 9900

By George McElhinney

What is the Saab 9900 & why does it matter?

First ask what is the Saab EV1?

In 1985 Saab-Scania debuted the Saab Experimental Vehicle #1 (Saab EV1). The car was a design study for technology, design, and perhaps intended to build a little brand excitement around the globe. The Saab EV1 was designed by Björn Envall with the metal work done by Leif Mellberg (remember that name). https://en.wikipedia.org/wiki/Saab_EV-1

So, what is the relevance of the Saab 9900? Well, the Saab EV1 did indeed inspire many - including one Ove



Larsson of Edsbyn, Sweden. Motivated to create his own EV1, Ove began a 9-year journey that took a 1972 Saab 99 and mostly 1985 Saab 900 Turbo bits & began to blend them into his own Saab EV1. Ove actually completed his project including a kick-ass Clarion stereo system. The vehicle was painted a lovely "anniversary blue," and taken on the show circuit where it won many awards - including the Mellberg Stipendium (recognize that name from above?).

It took Ove Larsson, the designer and builder, nine years of spare time to create it. Ove was awarded the famous Mellberg stipendium (prize) for building this car. The late Leif Mellberg was the builder of the EV-1 Saab concept car, and a big foundation was created to honor his name and future custom car builders. All body panels are handmade in steel by Ove, even the trunk spoiler! The engine is a 2.0 16V turbo with around 155 hp, 217 torque and 3" exhaust all the way.

The interior is done in a lovely cream leather - including the dash, kick panels, etc. You can see the holes for the 12" woofers behind the "rear" seats (the back seats are two front seats with custom center & side consoles. The back seats tilt forward so you can access the speakers back there.)

A note from Mikael Hemmingsen from when he brought this car over from Sweden:



Yes, this car comes from Sweden, where it was built between 1984 and 1993. It is based on a 99 -72, that was roof-chopped close to 3", and has a 900 sedan hood and trunk lid. It has a 900 windshield, cut off 3" at the top. Side windows are plexiglass, and the rear window comes from a 900 sedan, albeit tilted a lot more, due to the chopped roof. The seats have been lowered to compensate for the chopped roof. The car initially had a serious Clarion "boom-boom" sound system with several 12" woofers and gold-plated battery terminals (still there). All the bodywork, including fender flares and even the trunk lid spoiler (which surprised me quite a bit), is done with sheet metal. All the fenders have closed rounded edges, going seamlessly into the inner fender well. The suspension is from a 900 SPG, subsequently lowered and stiffened up. Front tires are 225/50 and rear are 245/50. The car has next to no body roll, even when you go to the limit in the curves.

Now, ten years later, the paint needs to be re-finished, but the car is still virtually rust free and mechanically very sound.

Here we are. 2020. 35 years later. The current owner of the "1972" Saab 9900 has offered to donate the car to the Saab Heritage Museum in Sturgis, SD, USA, so that we can have easy access in America to a visual study of the dreams & pride of Saab Automobiles. Sadly, with world events in a bit of a turmoil, the cost to transport the 9900 to Sturgis is beyond the reach of the current owner as well as the Saab Museum. So today we ask the community for assistance in making this donation possible. Contact the Saab Museum at <https://www.saabmuseumusa.com/contact/>



Transmission Truth

By Jerry Danner

How many used bad C900 5 speed syncro's does a man need to keep? Did some house cleaning to sort the good from the bad and 438 1st-4th gear and 74 5th gear syncro's went to the recycler. Still kept over 75 good syncros + 25 syncro's 91-93 and many shift forks. Need gears, I have them. This represents a huge amount of C900 transmissions I have repaired/rebuilt over the years.

Jerry Danner
Mile Hi Automotive
303-595-4646
<http://www.milehiauto.com/>



Classified Ads

NINES CLASSIFIED AD RATES:

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

TYPE OF SALE	Members	Non-members
CAR	\$ 1	\$ 15
PARTS	\$ 5	\$ 7.50
WANTED	\$ 2	\$ 3
COMMERCIAL	\$ 15	\$ 15

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

Mail ads with full payment to:

SethB 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

2003 9-5 Aero.

Color: Laser Red - Trans: Manual - Mileage: 176,200 - Price: \$9,999.

One owner, Saab enthusiast, non smoker, new rubber, F&R brakes/rotors, alternator, regulator, starter, battery, clutch, air condition recharge, all in last 12 months. In past 35k replaced F&R mufflers, ignition cassette, windshield, turbo by-pass valve, heater control valve, fuel pump, crank sensor. Car in very good condition with no rust. Headlights are crystal clear. Interior is absolutely beautiful-black with ventilated seats, trunk perfect, synth oil change every 5K. All expertly serviced by David Dickinson, Saab Master Technician and owner of Rocky Top Guru Saab, since purchased new from dealer. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/9-5.html#20072761181mlevi> Contact: Michael Levine, Amherst, MA. Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20072761181mlevi> Phone: 413-530-1512.

1985 900.

Color: Brown - Trans: Manual - Mileage: 211,600 - Price: \$3000 OBO.

Rebuilt 16-valve engine, new windshield, new tires, new steering rack, 25-30 mpg. A few holes in ceiling liner, but no sag. Car is ready for paint with only two areas of rust. Colorado Saab, great in the snow. No AC. Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/900-93.html#20090737281rhail> Contact: Ricky Hailpern, Denver, CO. Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20090737281rhail> Phone: 303-901-9466.

1979 900 Turbo 5 Door.

Color: Blue - Trans: Manual - Mileage: 134,877 - Price: \$12,000.

This is the first year of the 900 and it is a 4 speed. Purchased by Saab enthusiast from the original owner in 2009. Records from day 1 are included with the vehicle. The car has not been modified from original. Primarily dealer serviced by original owner and by Saab specialist recently. According to the records the mileage in 2001 was about 130,000 miles. No rust ever. Trunk includes original jack and tools. Service under current ownership including: Complete high quality paint (2009). Headliner (2013). Turbo rebuilt (2010). Radiator (2009). New tires on restored inca wheels (I do have the original TRX wheels that will go with car.) Rear brakes – calipers/rotors (2016). A/C is present and converted. It worked a couple of years ago but now blows warm today. Has dealer installed cruise which is not working. Clear coat was peeling when purchased which is reason for paint job. This car goes down the road like new and is very dependable. The odometer reads 134,877 miles and works the majority of the time but is currently intermittent. I have driven this car less than 3000 miles since 2009. Great car that I would not hesitate to drive anywhere- I just have too many cars. Please see my Saabnet.com Member gallery for more photos: <https://www.saabnet.com/tsn/members/gallery.html?memberID=2540&do=show&id=42610> Click Here < / a > . Photo(s) available at The Saab Network Classifieds: <https://www.saabnet.com/tsn/class/900-93.html#20072049081tbouc> Contact: Tim Boucher, Deerfield, NH. Email: <https://www.saabnet.com/tsn/class/classmail2.php3?tag=20072049081tbouc> Phone: 603-268-2565.

Wanted

1994 900 Convertible Driver's Side Door Panel with Padded Arm Rest.

Looking for 94 900 convertible driver's side door panel with padded armrest. Color not important as I will be recovering. Contact: Timothy Nicholson, South Windsor, CT. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200810timot> Phone: 860-214-2265.

1975 Saab 99 Parts.

Looking for parts to fix and maintain my 1975 SAAB 99 Coupe. First looking for fuel tank goodies, with an intact tank. Otherwise i'd be forced to weld up a stainless one and would not be right having something so shiny where it shouldn't be. Secondly, some cut body parts. Trunk deck and tire well, both sides, i need patches. Door pillars on the passenger side. Outer and inner lower door steel from below the vertical section on both doors, (any advice on where to find parts that fit would be helpful also). Other things i haven't got to also, maybe you have an early intact turbo motor and accompanying parts to let go of? Either way, the 99 will rejoin the others on the street in the next 2-4 weeks. I loved it, forgot it and have now come to my senses and want to drive it again as do my kids. Thank you for your help and resources. Contact: Eric Popowicz, Kenmore, WA. Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200820ericp> Phone: 206-849-1662.

Classified Ads Cont'd

1987-93 900.

I'm looking to purchase a 1987-93 900. I want something i can restore to showroom-like quality and keep forever. The hardtop models I'm most interested in ranked order 1) '93 CE 2) SPG - Black 3) SPG - Any 4) 89-91 Turbo (black withtan leather interior 5) Any Turbo. Please save my info if you're considering to sell yours anytime in the future or know of a seller. The car will be going to a good home! Contact: Asif Ahamed, Metro Detroit MI Email: <http://www.saabnet.com/tsn/class/classmail2.php3?tag=200801asifa> Phone: 248-804-9942.

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 "SethB Productions LLC" to: Seth D. Bengelsdorf
1729 Lynnville Trail
Austin, TX 78727



Books and Service Manuals.

More than 200 different titles of factory original Saab manuals available for sale. 9-3 shop manual, \$35. 9-5 shop manual, \$35. 9000 shop manual, \$35. 900 (1979-1998, please specify year) service manuals, \$15 - \$48. Earlier models also available. See www.books4cars.com or call 206-721-3077 or toll free 888-380-9277. Alex Voss, 4850 37th Ave So, Seattle, WA, 98118.

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