

# 9s

**THE SAAB CLUB** OF NORTH AMERICA

APR - JUN 2021 : ISSUE **364**

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**Editor-in-Chief: Gregory A. Abbott**

**Contributing Editors: Jan Gravley, Jim Hickstein, Shelly Baxter**

**Art Direction: Kyle Webb**

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**Cover photo:** 1979 Saab 900 Turbo owned by Wendy & Tim Boucher, at SOC 2008, Devens, MA.  
**Photo by :** Greg Abbott

# EDITOR'S LETTER

BY GREG ABBOTT



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**Hi! I'm Greg Abbott, the new editor-in-chief of NINES.** Here's a bit of background about our transition to new ownership and a new editorial team.

Prior to this year NINES had not been owned and published by SCNA but by the then-editor of the magazine. SCNA can announce today that as of January 1, 2021, it has purchased the magazine and brought it in-house.

We stand on the shoulders of those who have gone before us, so first I must express my gratitude to NINES' previous owner and publisher, Seth Bengelsdorf. NINES today is still a valuable tool for the Saab community thanks in large part to many years of Seth's able and enthusiastic management. Seth himself inherited the great work of his predecessors, Stephen Goldberger and Tim Winker; and of their predecessors as well. It is my distinct privilege to follow in their footsteps as editor.

For the record, the new owner and publisher of NINES is SCNA itself; I serve as both editor and chair of the NINES committee, along with SCNA Board members Jan Gravley, Jim Hickstein, and Shelly Baxter. As we transition to a new look we've been lucky to have some help from Kyle Webb, a graphic designer and Saab enthusiast from Colorado.

The "new" NINES is a work-in-progress; what you see in your hands today is just the start. We're trying to fit a print magazine with only four issues a year into a digital age where things change by the minute. For this reason, you'll notice some changes - e.g., the list of Saab clubs, authorized Saab Services centers, and similar information is moving out of the magazine and onto SCNA's website where it can be updated quickly; and we have discontinued the classified ad section.

We welcome feedback on the "new" NINES, for both content and appearance. Over the next few issues we will introduce new sections and columns; some familiar columns will remain, but others may not. If you have any comments or questions about the new content or format, send them to me at [nineseditor@saabclub.com](mailto:nineseditor@saabclub.com).

Many of you may have seen me at the various SOCs I've attended; I'm a long-time member and former president of the Minnesota Saab Club, and I've been on the



SCNA Board for several years. I bought my first Saab over 30 years ago, a 1975 99LE 3-door (pictured).

NINES is the voice and the heritage of Saab enthusiasts in North America - and I'm eager to collaborate with you, the readers, and the rest of the Saab community as we move forward.

# PRESIDENT'S LETTER

BY SANFORD BOGAGE

## Dear SCNA Members,

Just one year ago, I was with members of the SCNA Board at our site visit to the Desmond Hotel in Albany, NY. We were finalizing plans for SOC 2020, with barely a thought about the prospect of the entire SOC being cancelled along with just about every event of 2020. In addition to ample time to get my vehicles ready for SOC 2021, this past year has given me time in front of my computer looking at Saab vehicles for sale throughout the country (and even beyond).

With the ample Facebook groups, video channels, blogs, vlogs, feeds and countless other trends, there is not a shortage of interesting Saab's around. One recent morning, I looked at saabnet.com classifieds for the final generation 9-3, and I found many nice late model examples with low miles. There were a few with six speed manuals, XWD or the rare end-of-the-run Turbo X package. The styling and interiors still look good, and the asking price reflects the continued demand for good used vehicles.

In recent months and years, there has been an increase in collector auction sites that feature interesting cars that are affordable to the average person. Bring A Trailer has grown by leaps and bounds, and has had some absolutely beautiful classic 900s for sale. With final sales figures well above \$10,000 on some of the best examples, it is safe to say that the value of a nice Saab will continue to increase over time. Some other sites that auction vehicles besides eBay and BAT are Hemmings and a new one called Cars & Bids that is discussed in another article in this issue.

We hope you enjoy our first issue of the "new" NINES, in which you will see some familiar columns in addition to many new features. Greg Abbott and the NINES Committee have been working to update the look and feel of NINES magazine and to enhance the SCNA membership experience. Don't forget to check our website at [saabclub.com](http://saabclub.com) for information and merchandise as well as a link to our YouTube channel, which is currently under development.

Stay safe, stay healthy, and we look forward to seeing you at an outdoor car event soon. In addition to various local Saab get togethers, the planning is underway for Saabs@Carlisle coming up on May 14-15 in Carlisle, PA, and of course SOC 2021, July 15-18 in Albany, NY.

Thank you,

**Sanford Bogage**  
President, SCNA



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# MODIFIED SAABS?

BY JORDAN PAGANO



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## Are modified SAABs worth anything?

Some of you may or may not actively search for Saabs for sale (go figure!). Maybe when one pops up on popular sites like Bring A Trailer you bookmark the page to revisit and check to see how your own valuation stacked up to the rest of the broader car-crazy public. You may have been surprised to see the listing for a “Modified 1987 900 Turbo Convertible” (non-ultra low mile, non-original, non-special edition model) sell for over \$21,000 in February, 2021. I know I was, and I put the thing together!

Two things of note here: First, it was a lovely survivor with 118,000 original miles before I touched it, and secondly, I’m not the owner. My name is Jordan Pagano, purveyor of Modern Classic Saab. First an enthusiast, then a tinkerer, and now a machinist; building a business around the cars that I’ve loved and driven for the past 25 years. I run this small business out of a 100 year old barn at my home with low ceilings, no lift and poor (no) insulation. Because of my limited space and time (with preschool age daughters), I can be choosy about the few car projects I bring in and focus the rest of my time on developing new products and manufacturing.

In 2019, the owner of this convertible tasked me with doing a Trionic 5 conversion and installing several upgraded parts he previously collected. Included in



the project was a strengthened 5-speed gearbox and tubular exhaust header. The owner didn’t want it to be a dedicated track car, but a fun cruiser he could go out to drive and

lift his spirits on a bad day. With that in mind, I set off to build the car with the performance he wanted, while also maintaining the 900 convertible’s classy character -- a car I would want to own and drive myself. The outside would more or less remain as it was, but being something different would become apparent if you looked more closely. He had a goal of 300hp, which was entirely possible with the T5 conversion and associated upgrades to make sure the car was up to the task. I made clear my method is not just to turn up the boost or slap on a big turbo without thinking through

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## My approach to “tuning” in general is to improve one aspect of the driving dynamic without negatively affecting another.

how certain modifications may affect the drivability, reliability and overall enjoyment of the car.

The key to this whole conversion was the Trionic 5 upgrade. The car had already been fitted with a front mount intercooler, fuel chip, large injectors and upgraded APC, but even compared to my stock 900 with T5, it just seemed sluggish and the fuel economy was horrendous. My approach to all these modifications - and my approach to “tuning” in general - is to improve one aspect of the driving dynamic without negatively affecting another. There are always compromises, but if you choose the appropriate parts and install them with care and foresight you can bend the curve in your favor. Too many times I see guys with “upgraded” clutches that are difficult to drive, exhausts that are obnoxious and bang about or simply upgrades for the sake of upgrades.

I strongly believe in preserving the original design intent of the engineers but utilizing better technology, manufacturing or processes that just wasn't possible or feasible when the cars were produced. This is exactly the case with Trionic 5 - a complete OEM system developed by Saab engineers that can be tailored in such detail to just about any classic 900 like it rolled off the factory floor. That is why T5 is so appealing to me, so beneficial in the car, and why I think it attracted



many people to this particular car - and its sale price reflected that. If you take what people love about these cars and enhance those characteristics, I believe that it will not be a detriment to their value in the future. Of



course there are those who will not deviate from what was applied from the factory, good, bad or indifferent. I do understand that point of view and applaud their restraint as the shallow pools of new old stock parts continue to dry up. It is also why I always strive to be as non-destructive as possible, in case someone doesn't necessarily agree with my or the previous owner's taste, the car can be returned to its previous state without issue.

In the end, the car ended up with a ball bearing turbo, stainless exhaust system, bigger brakes, stronger clutch and acceleration that keeps you grinning ear to ear. What he didn't have was clutch chatter, turbo lag, a droning exhaust or a mushy pedal. There are probably hundreds of details no one will ever know about but me, but I think the passion and care is self-evident. I felt extremely privileged to work on such a wonderful car and to be allowed to make modifications as I saw fit, in order to have his dream realized. I hope the current owner appreciates it just as much, and I look forward to seeing what happens to the values of these cars in the future, especially the modified ones. 🇸🇪

**JORDAN PAGANO** has spent years driving, racing, restoring and hoarding collecting Saabs. In 2019 he started Modern Classic Saab, a business inspired by his passion, enthusiasm and knowledge gained. Their mission: Develop the highest quality products and services available to keep the spirit of Saab alive for generations past and future alike.

# IS YOUR SAAB UPGRADE-READY?

BY BRIAN BLAIR



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One of my earliest Saab experiences was back in the early 90's during my first week in college at UVM in Burlington Vermont. I was riding with a group of brand new acquaintances on some long forgotten quest (probably for food or beer), and our driver was the proud owner of a new Saab 9000 turbo that she'd received as a high school graduation present earlier that summer. I remember forming an immediate obsession for Saab in that single ride. From the initial impressions of the smart Scandinavian styling, to the smell and feel of the new leather and the bass pumping out of the Clarion stereo with its mesmerizing spectrum analyzer, but most of all from the rush of the acceleration that felt like you were riding a wave

of power as the turbo spooled hard and pushed you back into the seats. I honestly can't remember the exact group of people I was riding with at the time, but I remember that Saab and I was completely smitten. I vowed to myself that I would own one as soon as I graduated and found gainful employment (two weeks after graduating from UVM I got a small loan from a family member and purchased my first Saab, a 1989 Saab 9000 CD in Malachite green). Over the years I have owned many Saabs, and if you are a little bit like me then you might find yourself hunting for ways to hold on to that original exhilaration you felt with your first experience in a turbocharged Saab, which brings us to the focus of this discussion – custom tuning your Saab for more power!

To understand how we can increase the performance of your engine through custom tuning, we need to first discuss some basics. I will be necessarily brief to cover as much as possible in this single article, but I will include some good references at the end to help you explore further if you so desire.

To begin with, you can think of a gasoline combustion engine as an air pump and the amount of power and torque an engine can generate is largely determined by how much air it can move in a single combustion cycle. Almost every modern turbocharged engine today uses some sort of torque control strategy that is based on this measurement. By directly measuring and/or mathematically modeling how much air is stuffed into a cylinder for each combustion event the engine management software can calculate how much torque is instantaneously generated. By multiplying that torque for each combustion event times the engine speed we can also calculate the amount of power that is being generated. Hence, the software that controls your engine both knows and can precisely regulate how much power and torque it is making at any given moment.

So why would any engine manufacturer choose to limit the maximum power and torque their engine produces to something less than what the engine is actually capable of generating? There are actually



## **We can extract the maximum potential of your engine with minimal risks**

many reasons for this, not limited to just warranty and durability considerations. When a manufacturer such as Saab (\*cough\*GM) decides to design and build a new engine, they invest many millions of dollars in the development and infrastructure to manufacture the engine. This is a long costly process, and the “lifespan” of an engine in its intended applications may span a decade or more. To help protect their investment, the manufacturer wants to bake in some ability to react to market forces (like competitor offerings) and give you incentives to upgrade to newer models by increasing the power output of the engine modestly without needing to redesign the engine or retool a manufacturing facility. For this reason it is a common practice to release the earliest iterations of an engine at a lower power and torque output than what it was ultimately designed, tested and validated to. You can see this process in action with the 2.8T V6 turbo engine used in the 2006+ Saab 9-3/9-5/9-4 models. In 2006 the 9-3 Aero (in North America) was initially released with a 250hp calibration, in 2007 this was bumped up to 255hp, then in 2008 it was bumped again to 280hp. Aside from a few minor differences, the engines were identical and the difference in power was accomplished simply by updating the various torque limiters in the factory engine calibration software.

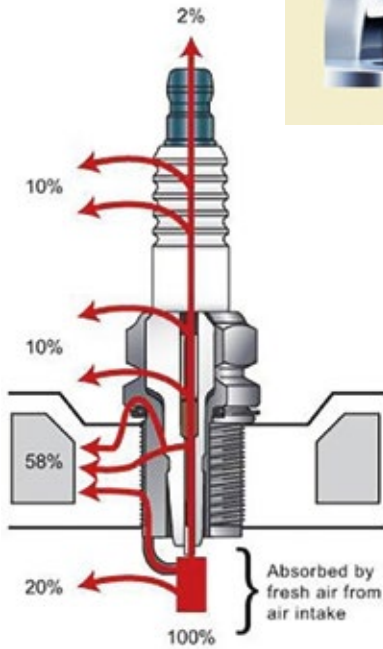
So essentially, when it comes to custom tuning, we are in part short circuiting the life cycle of the engine to give you what the engine is actually capable of generating. It is not quite as simple as just removing all the torque limiters;, that would be irresponsible and would most likely result in your Saab running poorly at best or experiencing catastrophic failure at worst. But done properly, we can extract the maximum potential of your engine with minimal risks while maintaining good long term durability.



If you are ready to proceed with a custom tune, there are some basic maintenance items you should complete first to help achieve the best results and minimize potential issues. The manufacturer's maintenance/service schedule will provide a checklist of critical items/services that you should have completed based on your vehicle's mileage – if you purchased the vehicle used and do not have receipts for the major services then I would not assume they have been completed by the previous owner. The most critical items to focus on, in regards to the powertrain performance, will be the engine oil/filter, spark plugs, air filter, transmission fluid (for automatics), coolant and for XWD owners the transfer case fluid, rear differential fluid and eLSD fluid/filter. Of these items, probably the most critical is installing a fresh set of spark plugs, and adjusting the gaps tighter than stock for any performance tune running increased boost pressure (gap and heat range recommendations for specific models can be found on my website under the User Forums sections).

The influence your spark plugs have on the performance of your engine cannot be overstated, so I want to take a moment to discuss them in more detail. Understanding and paying attention to these details during installation can have a profound effect on the power output of your engine, even before installing a custom calibration file.

The electrode gap on a traditional spark plug is the space between the center (bottom) and ground (top/strap) electrodes. On most Saabs, the stock factory gap is set at approximately 0.95 – 1.05 millimeters. The gap distance is optimized based on a few factors



### HEAT DISSIPATION

including the energy storage capacity of the ignition coils, the compression ratio of the engine and the amount of maximum boost pressure the engine will operate under. When we increase the boost pressure of the engine with a performance calibration, we are stuffing more air into each cylinder which is then compressed further prior to ignition.

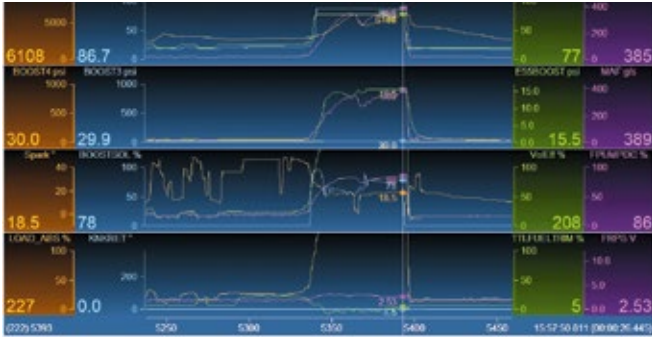
An engine running 7

psi of boost on a stock tune will begin with ~ 7psi of pressurized air in each cylinder, which is compressed further on the compression stroke based on the compression ratio of the engine (ie, 10:1 compression ratio for the Saab 2.8T). By the time the spark plug is fired, the pressure in the cylinder will reach a few hundred psi. If we increase the boost pressure, say by 10 psi over stock the pressure, the final cylinder pressure just before spark ignition occurs can actually increase by a couple hundred psi over the stock tune conditions. What you may not immediately understand is that air has an electrical resistance that varies significantly with pressure. As we increase the cylinder pressure we actually increase the electrical resistance of the air, and thus make it harder to fire a spark across the gap on the spark plug. As your car ages, the electrical coils also deteriorate and the maximum charge available for the spark event may be significantly reduced compared to when the coil packs were new. The combination of these two factors is why you may experience misfires after installing a performance tune, even though the car was running fine on the stock boost levels. We can address part of this issue by reducing the gap on the

spark plugs which reduces the electrical resistance working against the energy discharge from the ignition coils, thus making it easier to fire the spark under the higher cylinder pressure.

The next aspect of your spark plugs that is not commonly understood is the fact that they need to dissipate heat efficiently to operate within the specific temperature range they were designed for. Too hot and the tip of the plug can ignite your fuel before the spark ignition event, which is known as pre-ignition knock. Too cold and the plugs will carbonize and foul. Spark plugs dissipate heat by transferring it through contact with the cylinder head. Many spark plugs have special crush washers (the cylinder head design will dictate this). These spark plugs must be installed with enough force to crush the washers, or there will be an air gap that acts as a thermal break that prevents heat from dissipating from the plug. If the plug is installed too loosely, it will run hot and cause pre-ignition knock.

In a real world example, while data logging a customer's Saab 9-3 Aero I observed that it was showing 5-6 degrees of knock retard when I normally see very little to none. After reviewing the issue with the owner he identified that he just completed the major services himself, including replacing the spark plugs. I decided to pull one of the plugs for inspection and found that it came loose with the lightest effort and in fact all of the plugs had been installed only hand tight. After re-installing the plugs and verifying that the crush washers had seated properly the knock was eliminated. I actually do not use a torque wrench when installing spark plugs – I torque them by feel and remove the plug to examine the crush washers to ensure I tightened the plug sufficiently. Once the washer has been properly crushed you can use a torque wrench for the final install if you wish. Just work on a cold motor and there is little chance that you are going to cause damage to the threads in the aluminum head as long as you use a little common sense. On an older engine with some



crud build-up on the spark plug threads you will need to use some moderate additional force (maybe 5 to 10 lb-ft) above the factory torque specification to actually seat the crush washers properly.

Finally, the octane of the fuel you use is absolutely critical to getting the best performance in a turbocharged engine. I can optimize a tune for various octane ratings, but as a rule of thumb make sure to fill up with the highest octane available at the pumps in your area (typically 91 or 93 at minimum).

Assuming that you (or your preferred mechanic) followed my prior advice and completed your major services, you should be in relatively good shape to begin the process of performance tuning your Saab. There are still numerous issues that can arise during the tuning process from other aging or weak engine components, but part of a good custom tune involves a knowledgeable powertrain expert reviewing data logs of your engine captured while you drive the car. This is typically accomplished using one of our handheld tuning systems (or a similar OBD2 diagnostic scan tool with advanced data logging capabilities). Simply flashing a modified calibration to your Saab without the benefit of a tuning specialist's review of your engine's data log is likely to result in less than optimal performance, even if you do not have any obvious signs of a problem (no misfires or check engine lights).

If you do experience more significant issues even an experienced mechanic may struggle to properly diagnose and understand the root cause without the aid of a performance tuning specialist. A data log captures real time information while you drive the

car, including dozens of critical parameters such as wideband air/fuel ratios, fuel pressure, fuel pump output, ignition timing, knock on each cylinder, misfires on each cylinder, boost pressure, volumetric efficiency, oil pressure, coolant temperatures and much more. Armed with that information I can advise you of any issues I observe that are limiting the performance of your Saab, along with additional recommendations on what you can adjust, inspect or replace to get the best performance possible. 🍷

## Links/Resources

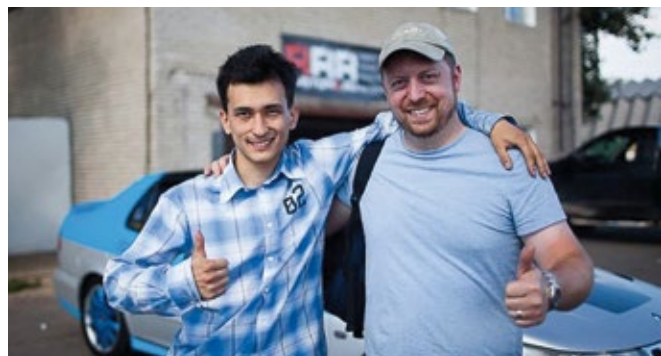
[vermonttuning.com/forums/forum/model-specific-discussions/saab/](http://vermonttuning.com/forums/forum/model-specific-discussions/saab/)

NGK Tech Video – How to gap your spark plugs  
[youtu.be/lk70oyUEftY](https://youtu.be/lk70oyUEftY)

**Gasoline Engine Management 3<sup>rd</sup> Ed**

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**BRIAN BLAIR (on right)** is the sole proprietor of Vermont Tuning LLC, founded in 2009 and located in Sheldon Vermont, where he began offering custom performance calibration services developed for the last generation Saab 9-3 Aero 2.8T. Over the last 12 years his business has greatly expanded the portfolio of supported vehicles to include most late model GM and Saab vehicles as well as select Ford and Volvo models. Brian's professional experience includes over ten years of powertrain calibration development as well as consulting services to the automotive industry with clients that include a long time Tier 1 supplier to GM.

# TWO KEYS ARE BETTER THAN ONE

BY JIM HICKSTEIN



***If you only have one key for your Saab, you should start fixing that right now, or it may cost you.***

Every owner of a Saab built since about<sup>1</sup> 1999 should have at least two working keys for their car, because replacing the only key is much more expensive than adding a second or third key. If you lose the last or only key, your car will need a whole new, special computer module as well as a new key, and special programming, to convince it you are not trying to steal your own car. Most locksmiths can't help you, and the parts are typically mail-order, so this is not a same-day proposition at the best of times.

All Saabs came with two keys when new, and can have up to four or five active keys each. But there haven't been any new Saabs since 2011, and used Saabs tend to come with only one.

## **How expensive?**

To add a second key you need at least another transmitter, plus programming -- of the car, not the key, so it has to be at the dealer -- with a special tool, a handheld computer called a Tech-2. The transmitter+transponder is separate from the metal key blade, or blade+shell, which you might also need to open the door, and/or turn the ignition-key cylinder on the older models. You can probably add a key for around \$400 but you might get this down to under \$200 if you're resourceful and lucky, with maybe some used parts and another helpful Saab owner near you.

To replace the only key, you will need a new or used key, and new or used CIM (Column Integration Module) or TWICE (Theft Warning Integrated Central Electronics), on most of these models, the computers that control the entry and immobilizer systems; and it takes work

to replace the module itself, again plus programming. On the NG 9-3, the key must be brand-new and OEM: a used key will not work, unless it's already mated to the CIM, typically supplied together. Claimed-new keys from aftermarket sellers (eBay, Amazon, Alibaba) are almost certainly not properly initialized and will fail to program at the crucial moment. Dealers may have to charge you well over \$1,000 -- I've heard of \$2,000 -- for the whole job, but you may be able to get it done for under \$500 with help. Still more than just a second key.

A Saab dealer -- strictly speaking, an Orio Official Service Center; **saabparts.com** has a map -- can certainly help you, though they usually charge a markup on parts and of course they have to pay professional technicians and keep the lights on. You should support them if you are able to.

But if you can source some of the parts and do most of the labor yourself, you can save a lot of money. There are Saab amateurs, such as myself, who have a Tech-2, most with the Security Access Level 1 needed for the NG 9-3, who charge as little as \$50 for the programming work. There may be one near you: **tech2wiki.com** has a Tech-2 locator. You have to get the car to them, which can be tricky if you lost the only key: I charge \$100 for housecalls, more for travel outside my area.

Clearly, \$160 < \$1,250. Procrastinating on this could cost you a thousand bucks. Plus you're still facing the expense of a second key so you don't go through this again, because now you know better. When programming, all the keys must be present at once, so if you have to go the new-module route, buy two

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keys right away. Any old ones will drop off the list and no longer start the car, even if you find one later. Or someone else does..

Even if you go the cheapest possible route, it still costs much more to wait until you lose your last key. So get on it!

**P.S. Don't throw away your old CIM!** The brand-new parts from Orio only come as a repair kit these days, minus the plastic shell and certain connectors, apparently because of issues with their supplier. So just because your old CIM doesn't start your car any more, doesn't mean it has no value. Hang onto it, or sell it to someone who can use it: a few of us can re-

initialize them. Ditto for the NG 9-3 and 9-5 keys: one of these days we'll need all those circuit boards, once the supply of new ones dries up and we figure out how to re-use them.

We will also publish this article on our website. Visit [saabclub.com/keys](http://saabclub.com/keys) for reference. Check there for updates and related topics. 🍷

**JIM HICKSTEIN** is a long-time computer expert who only started working on his own cars in the past few years. But late-model Saabs have so many computers in them, that experience really helps. His first Saab was a 1987 900.

Typical cost (estimated)	Add second key		Replace only key	
	Dealer	On your own	Dealer	On your own
<b>OG 9-3</b> 1998-2002 +2003CV (9400) <b>OG 9-5</b> 1998-2009 (9600)	\$200 New xmtr <sup>2</sup> \$ 90 Cut blade <sup>3</sup> \$120 Labor: Tech-2 (pro) ===== \$410	\$50 Used <sup>4</sup> xmtr \$60 <sup>5</sup> Cut blade \$50 Tech-2 (amateur) ===== \$160	\$800 New TWICE + xmtr \$ 80 Cut blade \$240 labor (TWICE) \$120 Tech-2 ===== \$1240++	\$200 Used TWICE + key \$ 60 cut blade \$ 0 your own labor \$ 50 Tech-2 ===== \$310
<b>NG 9-3</b> 2003-2011 (9440)	\$200 new xmtr \$ 90 cut blade \$120 Tech-2 ===== \$410	\$50 Used xmtr \$60 Cut blade \$50 Tech-2 ===== \$160	\$800 New CIM \$ 90 Cut blade \$240 labor (CIM) \$120 Tech-2 ===== \$1250++	\$150 Used CIM+key \$ 60 Cut blade \$ 0 your own labor \$ 50 Tech-2 ===== \$260
<b>NG 9-5</b> 2010-2011 (9650)	\$200 new xmtr \$ 90 cut blade \$120 labor <sup>6</sup> ===== \$410	\$ 80 new xmtr \$ 60 \$ 0 labor ===== \$140	\$200 new xmtr \$ 90 cut blade \$240 labor ===== \$530	\$ 80 new xmtr \$ 90 cut blade \$ 0 your own labor ===== \$170

<sup>1</sup>The 9-3 was introduced in 1997 for the 1998 model year, but I've never seen one earlier than 1999 in the US.

<sup>2</sup>Combined transmitter, the remote with lock/unlock buttons, and transponder, that lets the computer start the car

<sup>3</sup>Dealers, and some parts suppliers, can look up your key code starting with your VIN, and cut a new, metal key blade that should open your car door and turn the ignition key cylinder. As long as they haven't been replaced.

<sup>4</sup>eBay often has a complete, used blade+shell+transmitter/transponder for about \$50: on the OG 9-3 the TWICE will accept a used transmitter/transponder. Throw away and replace the blade+shell that goes to someone else's car.

<sup>5</sup>[esaabparts.com/keys](http://esaabparts.com/keys) for direct-to-consumer sales: the dealer likely charges a 25% to 50% markup on parts

<sup>6</sup>The dealer may use a newer special tool called MDI, as the NG 9-5 does not work with the Tech-2. But anyone with an already-working key can add a second one, to this car, without special tools. And the dealer can recover from losing the last key without replacing any computer modules. Still, they are likely to charge you an hour or two in labor.

# ENDLESS VINTAGE SAABS

BY DONALD & ZAKKARY SNEDEKER



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It is time once again to announce that we will be hosting the 6th Annual Endless Mountains Vintage Saab Jamboree, on June 11th-12th, 2021. The event is located at 58 Snedeker Rd (State Rt. 2067) Clifford Township Pa. 18470, 4 miles east of I-81, just 1 mile off Rt. 92 near South Gibson. We cordially invite you to come on the 10th, overnight camping on the grounds in tents or RVs is permitted. For those who would rather seek lodging elsewhere, motels are available near Scranton, or at Gibson Exit. We are anticipating a larger turnout for this year's event; therefore, we urge you to mark your calendars now and plan to attend. Awards will be handed out; food vendors will be on the premises. We are planning activities, a large tent for a few tech sessions, and for shelter in the event of rain. An auction will be held to help defray the costs to host the jamboree. There will be many Saab Enthusiasts on the premises during the show. The jamboree has become a premier event which seems to draw Vintage Saab Owners from all over the country and has become one of the largest of its kind. Hope to see you all this year! Contact numbers for more

## Help keep the vintage Saab hobby alive!

information: Home: 570-222-3600 (Don), Cell: 570-499-3404, Cell: 602-619-2627 (Zakk), Cell: 315-323-0469 (Bradley). All Saabs are welcome, but

our focus is on Saab 92s, 93s, 95s, 96s, and Sonetts. Help keep the vintage Saab hobby alive by attending! Due to Insurance regulations, this remains a non-alcoholic event; thank you for your cooperation. We especially encourage vendors to bring their vintage parts to sell.

Also, the event has a website for those who want to look at photos of the previous years. The link to the site is [endlessmountainssaab.com](http://endlessmountainssaab.com)

To reach the Jamboree from I-81 North, take exit 206 at Lenoxville, turn right follow Rt. 374 East to Lake Idlewild at three way stop, go straight through three way stop and take Snedeker Rd for two miles. From I-81 South, take exit 211 at Lenox, turn left and follow Rt. 92 North to South Gibson, turn right on Snedeker Rd, go one mile to the jamboree. Watch for signs. We are looking forward to seeing many of Saab Friends again this year! 🇺🇸

# MARKET WATCH : CARS & BIDS

BY JAN GRAVLEY

## There is a new game in town.

Right in the middle of the weirdest year in memory the announcement came that Doug DeMuro, the man of “quirks and features”, is bringing his star power to a new daily online public auto auction site. *Cars & Bids* is defined by DeMuro as a place for “modern and cool enthusiasts’ cars from 1980 up, under-represented in the market” to be bought and sold. There are some notable differences in *Cars & Bids* and other auto auction sites. They offer a free vehicle history report for each car, lower fees, and you don’t have to submit pages of information before finding out if your car has been accepted. The listings have a different look as well, bullet points rather than endless text along with the usual numerous detailed photographs. DeMuro also periodically reviews a car that is up for auction that he finds especially cool. Each auction includes a brief paragraph about the car from DeMuro himself.

*Cars & Bids* is the perfect fit for the Saab enthusiast looking for a new option for selling their beloved Saab or shopping for their next one. When I reached out to them they responded with an enthusiastic “**We love Saabs!**” Well, so do we. There are instructional videos for both the buyer and the seller on their website. The banter in the comments below each sale are reminiscent of the glory days of the online forums. Completed as well as active auctions are available on the site. In addition to the existing options *Cars & Bids* offers a new and exciting way to sell or buy your next Saab. Happy shopping.

[carsandbids.com](http://carsandbids.com)

JAN GRAVLEY lives in the Kansas City area and has been an SCNA board member since 2018.



1985 900S Notchback Sold for \$5,525 in July, 2020



2008 9-3 Aero Sportcombi Sold: \$10,000 in Feb. 2021



2011 9-5 Biopower 6spd Manual Sold: \$14,500 in Aug. 2020

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Photos from Cars & Bids

# SAAB SHOTS

BY KARIS NIX  
@NIXMIXMEDIA



Andy Lobo's 9-3 Aero Convertible and Connor Murray's Dame Edna 9-5



Andy Lobo's son, Andrew 1999 9-3 5 door! Frank Lubcher also acquired a 2001 9-3 SE Coupe

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Connor Murray's 9-5 sporting D2 coilovers



Martin Rais's 2002 9-5 Aero. Sharktooth front end and BBS CH 18 inch wheels



Trace Thompson's Monte Carlo Vigen 5 door





Dylan Hummel's 2005 9-2x Aero



Jim Carney's Chili red 2006 9-3 Aero 6 speed. Frank Lubcher's swapped 9-7x



Frank Marsh's 400hp NG900 Turbo and Ryan Russell's 2001 9-3 SE 5 speed



Chris Budde's 19T Turbo swapped 9-3 2.0T with Griffin front end



Connor Murray's *Dame Edna* 9-5 with the coilover suspension



Trace Thompson's Monte Carlo Viggen 5 door



Frank Marsh's NG900 Turbo 3 door. Rumor has it this one makes 400 wheel horsepower

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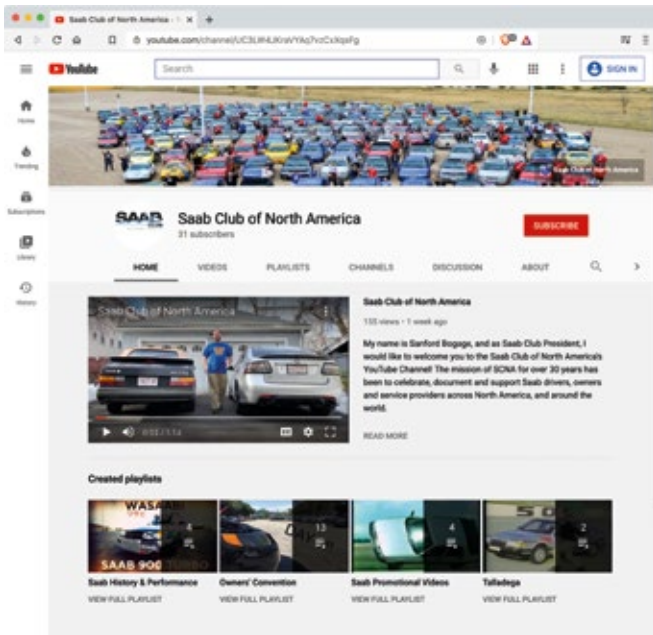
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# SAABS ONLINE

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SCNA on  YouTube

go to [saabclub.com/youtube](https://saabclub.com/youtube)



## Saab Services and Discounts

One important benefit of your SCNA membership is our service discount program. Starting with this issue of Nines, we have moved the old Saab Services and Discounts page onto our web site, and updated it: [saabclub.com/service](https://saabclub.com/service). There are different categories of shop all on the same map. We are making the directory available to everyone as a public service, so you can find a shop to help keep your Saab on the road. But SCNA members get additional benefits, including discounts on parts and service, from some of the shops. Just present your “Member Card”, which you can view or print from the website [saabclub.com/member-card](https://saabclub.com/member-card).

We welcome any additions or corrections, to [service@saabclub.com](mailto:service@saabclub.com). If your local shop is not listed, please let us know! And if they do not yet participate in our discount program, please have them contact us.

Also be sure to check out Orio’s Saab Reference Library at [saabparts.com](https://saabparts.com). It has a very useful VIN lookup tool, owner’s manuals, even radio codes! It’s free with registration.

## Clubs & Contacts

Starting with this issue of NINES, we have moved the old North American Saab Clubs and Contacts page onto our web site, and updated it. [saabclub.com/clubs](https://saabclub.com/clubs) Many local Saab clubs in this era exist only as groups on *Facebook*, so our list consists mostly of links to those. Check for a group in your area! We welcome any additions or corrections, to [clubs@saabclub.com](mailto:clubs@saabclub.com).

# SAAB CLUB INFO

## New Member Referral Bonus

We are now able to offer a special bonus to both new and existing SCNA members! Sign up a new member at [saabclub.com/join](http://saabclub.com/join) and have them fill in your name at checkout. They will get an extra three months\* of membership FREE, and so will you! This brings one additional issue of NINES, the SCNA magazine, plus all other member benefits. There is no limit on the number of new members you may refer.

At the checkout page, they should enter your name, and optionally your email address and/or SCNA member number. We will let you know by email when we verify this, and your expiration date and theirs will automatically be moved out by one or two quarters.

\* Nines is published quarterly. Bonus adds three months for a paid 1-year membership; six months for a 2-year. If the Nines publication schedule changes in the future, the referral bonus will add one extra issue to each membership, according to the publication period at that time. Your SCNA member number is on your Member "Card" (login), and we will start printing it on your Nines address label for easy reference. Referral bonus only applies to new SCNA members.



## Referral Postcard

We have a referral postcard available on request, for club meets, tagging Saabs you spot on the street, or mailing to all your Saab contacts. [membership@saabclub.com](mailto:membership@saabclub.com)



2009 SOC at Copper Mountain, CO

## SCNA BOARD ELECTIONS 2021

Elections for open Board positions are approaching. All SCNA members in good standing are eligible to vote, but voting is not mandatory. Members may nominate any current member, including themselves, for a board position. Nominations can be made by mail using the form included with this issue.

Voting will be either by mail or in person. In-person voting will be held on Friday, July 16, 2021, at the scheduled Annual Meeting of SCNA, during the Saab Owners' Convention. Voting at the meeting will be held via secret Ballot distributed at the meeting to all in attendance. All Members will have a ballot mailed AND emailed to them. Members wishing to vote by mail may use the written ballot or print the emailed ballot, mark their votes, and mail the ballot to SCNA at the following address:

**Saab Club of North America**  
PO Box 11418  
Saint Paul, MN 55111-0418

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# BARN-FIND 900 SPG

BY JERRY DANNER



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## ***They found the loan and yes, it was delinquent by 10 years.***

Of all the Saabs ever made, in my opinion the classiest model ever built is a 1988 C-900T SPG Black.

Something about the body style with the lower SPG panels, being black, the design of the car, the handling of the car makes a statement! I have 9 Saabs registered personally in my name. Two are my daily drivers, 1994 C-900T CV & 2007 9-5 AERO sedan. Seven are my show cars. They are all licensed insured and can drive them at any time. Five are 93s and 96s and the other two are a Silver 1985 C-900T Silver hatchback that looks like it came off the showroom floor and this gorgeous 1988 C-900T SPG Black. This SPG is in first place as my favorite however the other 6 are tied for second place! I love them all! All of these 7 cars, I check the weather report before I drive them. I will not drive them if it is raining or snowing or even melting snow. I do not want any exposure plus they are hard to clean. There is no reason to drive them in bad weather. Colorado hail storms are brutal in spring. They are all kept inside.

This is a true barn find. Being in the business to fix Saabs I regularly have people approach me with something

unique that needs to be followed up on. A lady named Shoni called me and said she has a 1988 Saab 900T SPG that is in her garage and needs to be moved as she is moving after living there for 15 years. The car must be moved. The car has been sitting in the garage for 11 years after she parked it. Of course I looked at it, this is what I discovered. Shoni was on a deadline to move the car so I agreed to tow the car to my shop 4/23/2020 to store it to help her out. Well, she really wanted to sell it and I really wanted to buy it but Shoni did not have the title. She stopped making payments on her loan 11 years ago and the bank had the title. I called the bank, they found the loan and yes, it was delinquent by 10 years. The loan officer mentioned to me there is a charge of \$2,985 outstanding. "Well, do you take offers?" "What do you want to offer?" "\$800 and this is the way I figure it. You are a banker and you know

## **What I saw through all the dirt and raccoon tracks was a very nice looking SPG**

really well what I am about to say. The way I look at it this is a dead loan to you. To get it off the books an offer of \$800 is appropriate because 100% of \$800 is far better than 0% of \$2,985. Cut the loss and let me have it". He agreed and the title came to me in Shoni's name. Shoni agreed once I got the title with the lien released she would come down and sign it over to me. I also gave her an additional \$400 to make the total purchase price of \$1,200. This is where the fun begins.

The SPG indicated 188,329 miles assuming that was true. Well after the first test drive guess what, the VDO speedo did not record miles. Who really knows how many miles it had.

Knowing nothing about the mechanical condition of the car, what I saw through all the dirt and raccoon tracks was a very nice looking SPG with potential. I knew I was going to put time into this project but I was looking to move forward. Most of the time I do not have the time but on this I made the time.

First order of progression is to give it a really good bath. I have a Hotsy and with steam, washed the engine and undercarriage very thoroughly. I hand washed the outside with strong soap and blew out the interior. Now having the SPG clean motivates you.

Secondly, before you ever attempt to operate the starter if the car has been sitting for a long while is to remove the fuel pump, suck out all the old gas, make sure the pump was working, replace the pre pump (pump was dead), disconnected the fuel supply line at the engine injectors, purge the old gas in the supply line so the old gas in the line would not fowl the injectors, pump through 2 quarts new gas, reconnect fuel system, check oil and fluids, install a battery and now it is time to start. Cameron Trussell, one of our Rocky Mountain Saab Club members, offered to help me with this phase of getting it going. We took a bet how many cranks



the engine would turn over before starting after sitting 11 years without running. Cameron guessed 7 and I guessed 10. It was 8 compression strokes and it fired up. It rattled very loud for the first couple of minutes and eventually somewhat quieted down but sounded strong.

Shoni had no recollection why she parked the car in the first place. Below is a list of things I did on the car below. Once we got it started up, I continued at my shop to do the headliner, replaced the dash, washed the carpet, replaced the automatic seatbelts before I ever driven the car, even around the block. On 12/19/2020 I drove the car home to work on it there for our Christmas break. After getting on the highway I immediately knew why she parked it. I have rebuilt hundreds of C900T Transmissions over the years however I have never heard a transmission pinion bearings so loud. I was worried about making it home. I did and the next day I drove it back to my shop to plan major time during the week we are closed between Christmas and Jan 4, 2021.

Christmas Eve 12/24/20 at 2:00pm after we closed my shop for the Holiday Week off is when I started my 9 consecutive day marathon of 10 to 12 hours a



day to get it done. By 6:00pm Christmas Eve day I had the engine & transmission out. 1/2/2021 is when I drove it home after the marathon where all major mechanical repairs have been done and now it is time for detailing the small final necessary items in the luxury of my home garage. It was a sweet driving car once the transmission was right. I tell you, I had a lot of fun at the shop for a week. I had the help from Phil Quintana to assemble the engine to the transmission and my daughter Michelle to help for one day. Radio on, no customers, no distractions and it is amazing how much you can accomplish. To me, that was a fun vacation. Vacations are what you make of them and this is how I chose to spend mine. As you have probably figured out by now, I am not married, no girl friend or a dog, no fish. Look at my FB page. There you can see that I might be a sick man and do not have a life after Saabs. Every post for the last 4 years has something to do with Saabs except one fishing trip. Maybe that is the way I like it! I love working with my hands.

This SPG has been a Colorado Car meaning there is no humidity, salt or anything to deteriorate metal parts. Body is very solid. Unlike Saabs from the midwest in rust alley, this car was extremely clean meaning hose clamps were still bright, bolts are a little discolored but not corroded. Nothing that a wire wheel will make them look as close to new as possible. This car

appeared to have had bodywork done on the left quarter and right door but looks like they did a very acceptable repair. I am spoiled with our Colorado cars.

This SPG will never be a concours car! From first curb appeal to looking up in close this car, it looks like it has been taken care of. To me that is OK. When I pulled the engine to rebuild the transmission, I chose to freshen up the engine compartment by detail painting it to look very acceptable at first look, not concours quality. To me this car is a very good looking example and I am proud of it the way it is. Now I have freshened up and rebuilt the major components, rebuilt transmission, rebuilt clutch hydraulics, resealed the motor, installed new brake pads & rotors, replaced the headliner with a 3 point seat belt liner & recover liner, sunroof and C pillar panels, recovered the parcel shelf and side panels, washed the carpets, removed the automatic seat belts & replaced with 3 point belts, new brakes & rotors, reconditioned the seats, new windshield, new battery, replaced the dash outer and insert, undercoated complete car with 14 cans 3M rubberized undercoating, repaired cruise, got door locks working, A/C works with R-12, new tires, detailed and waxed all the door jambs, detailed the exterior with 2 compounds and a hand coat of Meguires.

What next? The hood was painted and looks very good however there are few Colorado rock chips. The cowl has many rock chips. I will paint the hood and cowl and



## I might be a sick man and do not have a life after Saabs



that will make the car. The roof is OK. Send the wheels to have them reconditioned by Spec Wheel then paint the wheels and caps to match. In addition there are many other small items to address for conclusion.

I'm not sure how many hours I have into this. I did not record my time. Maybe I do not want to know. I look at it this way, this is an outlet for my energy. At the end of a long day, I have a beer, reminisce about what I did today and think about what I need to do tomorrow. Many of those days I wake up at 2:00am only to

get fired up and head to the shop so my 10 to 12 hour days sometimes start at 3:00am. For those of us who have decided to tackle a project of this size, it takes time. I happen to have this time right now, equipment, shop, parts new and used, paint booth and especially the knowledge and desire to keep all Vintage or Classic Saabs on the road. 🇸🇪



**JERRY DANNER** is 67 now, and has been around Saab since he was 11, because his Father opened Mile Hi Body Shop in 1969. There are not many people who can claim to have had one job for 56 years, but he can. Jerry has been the proprietor of Denver, Colorado's Mile Hi Automotive, a Saab-exclusive service center, for over half a century. He is steadfastly devoted to Saab cars. Having grown up through the whole production run, from the two-strokes in 1964 to V-4s, 99s, 900s, the 9-3s, and 9-5s, he has worked on every one of them. His whole heart has been around Saab and he will always be a Saab enthusiast. Jerry is also the president of the *Rocky Mountain Saab Club of Colorado*.

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# MOVING 10 SAABS

BY LINNEA KRAJEWSKI



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So, moving stuff 100 miles north is easy; you ring your friendly local moving company, you pack your stuff, promise to write them a cheque for payment of services rendered, and they come to your soon to be ex-home to pick up your stuff and transport it to your new home. Wicked easy.

Moving Saabs that no longer run willingly under their own power is a little more difficult. Some of my girls have been hibernating for quite a while and give off the aura of wishing to remain in hibernation for the indeterminate future.

Ruby has an issue with either her clutch master or, more ominously, the gearbox.....getting the shifter out of reverse and into first gear is the easy part. Getting the gearbox back into reverse is a chore that requires patience and forbearance and perhaps a little prayer. Shelby's engine has developed oil pressure issues.....most likely the main bearings are worn, but driving her any distance is out of the question until the issue is sorted. A. Ros' engine spun a bearing due to excess carbon in the sump; I am still trying to determine whether to have the low mileage engine rebuilt or start over with a new one. Emmy's left rear shock has relocated itself to the left inner quarter panel, a common issue with 99s that live in the rust belt. Cocoa has a laundry list of issues that relegates her to the business end of a

***Never question the worth of a tow driver.***

tow truck. Rosamund desperately needs a distributor and some rust repair. And my beloved Edwina has lost most of her front floors and her left rocker panel to the dastardly tin worm.

Fortunately, over the years, I was able to find storage for the elder Saabs; Ruby lived in the driveway with Roxie and Fiona. But, with our looming departure from the Ninth Circle of Heck, I had to find someone willing and able to move seven Saabs over 100 miles north.

Over the years, AAA has been a fixture for all manner of ills; dead batteries, spewing power steering pumps,

locked up parking brakes and, on one memorable occasion, Roxanne's oil pump o-ring failing in spectacular fashion. The local AAA towing company had

cornered the market on surly drivers who showed up when the mood stuck them, so, after one go-around with King's Towing, I advised AAA that I never wanted them to so much as touch any of my Saabs ever again. AAA obliged me by sending Sandy's Towing out of Woonsocket, a refreshing change from oafish drivers who insisted that they could tow a front wheel drive car with a seized left rear wheel with a wheel lift truck without inflicting any permanent damage. The fellows working at Sandy's were friendly, knowledgeable and quick. So, I reasoned, they would be the perfect folks to move everyone to their new home.



## Moving Saabs that no longer run willingly under their own power is a little more difficult.

I rang Sandy's and spoke to Roger, the fellow in charge. He advised that he would be happy to move the Girls north for the small fee of \$500 per Saab. I warned him that some of the fleet hadn't moved in some time; Roger advised that he had the perfect man for the job and would send him out to do the heavy lifting.

Just as the moving truck was leaving with two thirds of the contents of my apartment, the tow truck showed up. Phil and I stopped loading stuff into the U-Haul and I gave Chris, the driver, the 411 about Ruby and her particular ills. He had no problem getting her out of the weeds and onto the truck, and similarly had no problems rolling her into the garage when we arrived in Bennington. I warned him that the next six would probably not be so easy. He laughed. I winced.

The following weekend, I met Chris at the tow lot and he followed me down to the garage where Edwina, Shelby and Rosie were sleeping. We soon found, to our mutual dismay, that the garage was not bone dry; the damp air had caused all four of Rosamund's wheels to lock solid. Chris spayed something on the brakes in the hopes that they would release while we went to fetch Cocoa.

Cocoa, A. Ros and Emmy lived in a garage tucked under a house at the end of a long, narrow driveway that went down a steep hill. I was a little worried that Chris would have some issues getting Cocoa out of the garage, but my fears were unfounded. Chris was able to swing the flatbed down the driveway with ease, missing the large rock and the tree stump at the end of the curve and scooped Cocoa out of her hidey hole in under 10 minutes.

We went back to Rosie and found that the brakes were still partly to mostly stuck. Chris hooked her up to the back end of the truck and dragged her out of the garage and then across a lawn, Rosie's tyres leaving trenches in the lawn and then in the dirt driveway. After backing up and moving forward about a dozen times, Rosie's rear brakes finally freed up, and we were on our way.

Of course, when we got to the barn, Rosie refused to cooperate and go into the space that I had cleared

for her. Chris spent over an hour tugging, prodding, pushing and pulling before finally giving up. Rosie and Cocoa were in the under-barn, but their placement left no room for Edwina and Shelby, who would be heading for New Hampshire the following day. As I was otherwise engaged in cleaning out my former digs, Chris ran down to the garage in Hope to get the Girls north. When I arrived home that evening, I found two more Saabs in the back yard, seemingly none the worse for wear.

That left only Emmy and A. Ros in the Ninth Circle of Heck, both in the garage at the end of the long, winding driveway. Chris met me at the garage and we spent about 20 minutes inflating eight flat tyres, loading Emmy onto the flatbed and getting A. Ros secured to the wheel lift attachment at the back of the truck. The trip north was without incident and Chris ably got both girls into the garage with Ruby there to welcome them.

That leaves only Saabrina left in the barn in Ashburnham; we will retrieve her in the spring. Chris has promised to bring a smaller truck and some friends to reposition Cocoa and Rosie in the under barn so that Edwina and Shelby can get inside. Hopefully, there will be enough room for Saabrina as well.

Never question the worth of a tow driver...most of them have a wealth of knowledge about how to safely move your car, not to mention how to get a cranky Saab onto the back of a tow truck. Chris, I salute you and your compatriots...yours is not an easy profession, but you do it well. 🍷



**LINNEA KRAJEWSKI** lives in her native New Hampshire in an old farmhouse with her collection of Saabs, rabbits, an African Grey named Merlin and a guinea pig named Pippin.

# MOVING 150 SAABS

BY GREG ABBOTT



## As told to Greg Abbott by Tom Donney and Chuck Andrews...

Four years ago, in the spring of 2017, the Saab Heritage USA Museum in Sturgis, South Dakota, became a reality when the non-profit founded by Tom Donney to run the museum completed the purchase of the property and building in Sturgis.

Tom Donney, of course, has been a long-time Saab collector, and the core of his personal collection was intended for display at the Museum. Tom and his wife Patti lived in Fort Dodge, Iowa, which is where his Saab collection was located. So the perplexing question facing the new Museum was how to move

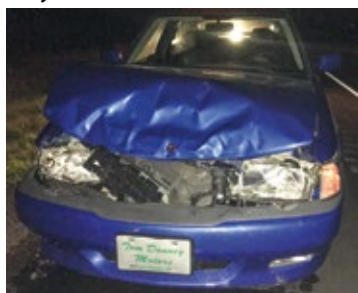
150 collector Saabs over 600 miles from Fort Dodge to their new home in Sturgis.

Tom started out with a fifth-wheel trailer which could transport four cars a trip; he and Patti started making trips almost immediately after closing. Tom also organized two "Saab Stampedes," where Saab

enthusiasts could gather in Fort Dodge and drive a Saab to Sturgis.

It quickly became clear there wasn't enough capacity to move all 150 cars in any reasonable time frame.

While the enthusiasm and support from the volunteer drivers was amazing, in reality many of the cars had sat in storage for years, unused and undriven, and many had tires



## How to move 150 collector Saabs over 600 miles from Fort Dodge to their new home in Sturgis

which were quite old. There were two deer hits on the Stampedes, most famously the blue Viggen along I-90 in southern Minnesota (which Jerry Danner generously repaired as a donation to the Museum) and a 9000 in South Dakota.

Complicating matters was the weather in South Dakota — western South Dakota is prone to hail storms; and these storms tend to pop up in the mid-to late-afternoon. For obvious reasons carrying or



unloading the cars during a hail storm was something to avoid. Planning for the weather cut down on the days available for transport; making the four-car-at-a-time plan stretch out even longer than anticipated.

Enter long-time Saab enthusiast (and former NINES columnist) Chuck Andrews. After doing the math, Chuck concluded it would use far less fuel and time if the Museum acquired a semi-trailer truck with a car transporter. Chuck located a used truck for the Museum to purchase in South St. Paul, Minnesota, a Volvo with a car transporter that had once been used to transport new cars (of all brands) from their port of arrival to new

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car dealers in the region. The transporter could carry ten (10) cars at a time! The Volvo truck needed more than its fair share of deferred maintenance, however, and after some adventures (e.g., mysteriously dying and then restarting during the trip), it finally made it to Fort Dodge on Thanksgiving Day, 2017 — where it was set for repairs over the winter.

The great migration to Sturgis resumed in the spring of 2018. But even after the repairs, the Volvo truck had some quirks. The air conditioning never worked



properly, which was a problem carrying a full load across South Dakota in the summer heat. It was difficult to load and unload old Saabs on the car carrier — the track width on the vintage Saabs is almost too narrow to go onto the transport, and it would take two people to load the cars (one to spot, and one to drive). Non-running cars were difficult to load, and non-running vintage cars were especially difficult. It took a full day to load cars in Fort Dodge, and often nearly as much time to unload in Sturgis. All of which

was difficult to schedule when dodging bad weather or finding a time when there would be some help in loading or unloading. (There was also the need to bypass a certain weigh station before it opened at 7 in the morning).

Despite the obstacles, once the weather turned in the spring of 2018 Chuck was able to drive the transport and finish transporting the last of the 150 cars by the end of July, 2018. In total about 110 cars were moved by the transporter, and 40 or so cars were moved by Tom and Patti Donney or by Saab volunteers.

The Great Saab migration of 17-18 is unlikely to be exceeded or even matched. Let's give thanks to Tom, Patti, Chuck and Linda Andrews, and to the awesome Saab volunteers who came out to move cars one-by-one, for their time and perseverance in getting these collector Saabs to their new home. 🍷



**GREG ABBOTT** is an SCNA Board Member, and the new editor of NINES. In his spare time he practices law in Minneapolis, Minnesota.

# SCNA BOARD MEMBERS



## Sanford Bogage President

Somerville, MA

Sandy caught the Saab bug when he was stung by a bright yellow Saab 96 that used to drive around his hometown when he was young. He used to stand there and stare at it when it was parked on the street, fascinated by the shape, design and attention to detail of that car. Miraculously, at age 20, the elderly owner gave him that car, and he has been passionate about Saabs ever since. It isn't only the way that they drive, but the entire Saab community is what keeps him hooked on Saabs. As SCNA president, there have been opportunities to connect with many Saab enthusiasts, and the shared bond of Saab "people" around the world is probably the most fascinating thing about the brand. His favorite model would have to be the classic 900, but he appreciates them all for their style, engineering and utility.



## Daniel Cahill Vice President

Dallas, TX

Originally from Canada, Daniel began his love affair with Saabs in elementary school when his science teacher rolled up in a shiny new 900 SPG. The tri-spoke alloys and whale-wing made quite the impression on him and it was love at first sight! He remains very passionate about keeping the brand alive by helping owners source parts and connecting people in the community. He runs **Saab Fans From Texas**, bringing owners together to celebrate their favorite Swedes! Daniel understands that quirky Saabs are certainly not for everyone, yet essential to some!



## Mark Welker

Secretary

Buford, GA

Mark fell for Saabs when his brother bought a brand-new 1983 900 Turbo (White with red cloth interior) and drove from L.A. to Phoenix and back (very fast!!). Alas, it wasn't until 2008 that Mark got his own Saab, a 1999 9-3 SE (HOT). This led to much research on the Saab community and

joining the **Saab Club of Atlanta**, where Mark is the President. SCA hosted the SOC 2016, during which Mark joined the Board of **Saab Club of North America** as a Director. Mark has a great passion for these fine cars, and their enthusiastic and proud owners, with a desire to preserve them, and the SCNA has the same mission. This passion led to his obtaining a large amount of used parts and the founding of **saabpartsconnection.com** for those Saab fans who want to keep their cars on the road!



## Jim Hickstein

Treasurer

Saint Paul, MN

Jim bought his first new car in 1987, a Saab 900 hatchback – with no turbo, but keeping it above 3,000 rpm all the time helped. No dealer or service shop ever mentioned a club of any kind. Upgrading over the years, but still one at a time, he was on his fourth Saab, a 2002 9-3SE, when Saabs impending sale (or maybe bankruptcy)

made him seek information, asking the all-too common question, "Will I be able to keep my Saab on the road?"

Some years later, Jim is now the Treasurer of the Minnesota Saab Club, and Treasurer of the Saab Club of North America, works on his own cars, and is getting really good at finding Saab parts. (It's not as hard as it seems.)



## Greg Abbott

Director

*Minneapolis, MN*

Greg bought his first Saab, a '75 99 hatch in Emerald Green, in the summer of 1989, as an emergency replacement for a wrecked Chevy Impala. The handling, steering feedback, and utility of the car were eye-opening. Despite the wonderful "AUTOMATIC" badge on the rear of his first

Saab, Greg quickly concluded Saab virtues were best expressed in manual form.

After a decade of driving Saabs, Greg was thunderstruck to discover that there were local and national Saab clubs, and even (gasp) an annual convention of Saab Owners. Greg's first SOC was 2005, at Stratton Mountain, Vermont. Greg has also served twice as president of the *Minnesota Saab Club*, 2008 to 2012, and then from 2016 to 2018.

Greg has been a member of the SCNA Board of Directors for several years, and since 2006 has served as the official photographer for the SOC.



## Allan Holmes

Director

*Richmond, VA*

Allan grew up in a large extended family of car enthusiasts and collectors. Like his father and all his uncles, Allan grew to love all cars, except one – Saab! Based solely on the aesthetic appearance of this "weird looking" vehicle, it was the only car for which he had zero affection. All

that changed when his aunt purchased a new 1985 Saab c900T Sedan, dressed in Colorado Red Leather and wrapped in Silver Metallic. It took less than 1 minute of absorbing the atypical interior and all of 10 seconds to feel the power, torque and turbo spool, to make him a devout Saaber for life! A true Saab Ambassador, Allan has made Saab a lifestyle choice for 30+ years: founding the *Virginia Saab Driving Club*, co-founding the *Saab Club Classic 900 Collection* and being active in local Saab clubs.



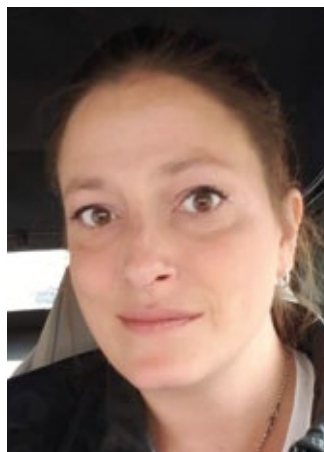
## Jan Gravley

Director

*Roeland Park, KS*

Jan's love of Saabs started in the late '70s while working in the high country of Colorado as a ski instructor. The Police Department drove Saabs, her Norwegian boss

drove a Saab so she knew she would soon own one of those crazy cool turbocharged, FWD, key-in-the-console, Swedish Saabs. She has worked in the automotive industry in many varied roles from assembly line to sales. She lives with her saint of a husband in the Kansas City area. Hobbies include gardening, reading, attending and organizing Saab meets and shopping for more Saabs.



## Shelly Baxter

Director

*Atlanta, GA*

Shelly was brought home in her parent's 1976 Saab 99 GLE, affectionately named "Sally Saab". As a child she was brought to work every day at her parent's Saab shop, where she learned to ask a lot of questions. Shelly also spent a lot of time going to the racetrack with her Dad. At age

12, she "borrowed" her Mom's Saab (a 1980 900T that had a FEW modifications done to it) and taught herself to drive a manual transmission. Shelly's passion for Saab grew even more the day she was legally allowed to drive. Shelly grew up attending Saab events—both those hosted by her local club and SOC's all over the country. The quirkiness of the Saab community led to meeting highly unique individuals that have now become a part of her extended Saab family. While in college and working full-time at the shop, she founded the Saab Club of Atlanta, which has extended her Saab family even further. She is a second-generation Saab shop owner working to keep her favorite brand and drivers "still finding their own road."



## SAAB OWNERS' CONVENTION 2021

July 15-17, Albany NY

Nate Warner at the Desmond Hotel in 2020 wondering, "Where is everyone?" Photo: Ed Lorenz

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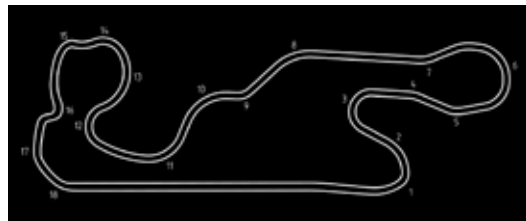
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Hosted at a different site every year, this long-running annual convention brings together Saab owners, enthusiasts, servicers, and all things Saab. The weekend is packed full of social events, educational panels, contests/competitions, meals, swap meets, and other fun activities.

Located in beautiful upstate New York, the Desmond Hotel is consistently voted among the city's finest. Built in 1974 it has been completely renovated just in time for our visit. We are back by popular demand, because we had such a good time here at the *Saab Owners' Convention 2013*.

For those coming from further afield, the Desmond is conveniently located just one mile from the Albany International Airport (ALB).

We are also hosting an exciting, optional **track event on Thursday, July 15**. Drive your own Saab on the 2.1-mile, 18-turn road track at *New York Safety Track*. The convention proper starts at The Desmond with the *Sponsor Appreciation Dinner* on Thursday evening.



Register and book your hotel room now at:  
[saabconvention.com](http://saabconvention.com)

# FUTURE EVENTS



## Carlisle Import & Performance Nationals

May 14-15, 2021  
Carlisle, PA  
[carlisleevents.com](http://carlisleevents.com)  
[centralpennsaabclub.com](http://centralpennsaabclub.com)



## Northwest Saab Owners Club Annual Meeting

May 22, 2021  
Tacoma, WA  
[nwsaab.com](http://nwsaab.com)



## Endless Mountains Vintage Saab Jamboree

June 11-12, 2021  
Clifford Township, PA  
[endlessmountainssaab.com](http://endlessmountainssaab.com)  
(see page 12)



## Midnight Sun Historic Rally

July 7-10, 2021  
Karlskoga (Gellerasen) Motorstadion  
Karlskoga, Sweden  
[midnattssolsrallyt.com/content/en](http://midnattssolsrallyt.com/content/en)



## Saab Owners' Convention

July 15-17, 2021  
Albany, NY  
[saabconvention.com](http://saabconvention.com)  
(see facing page)



## IntSaab2021

August 13-15, 2021  
Himos, Finland  
[intsaab2021.com](http://intsaab2021.com)

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