

9s

THE SAAB CLUB OF NORTH AMERICA

JUL - SEP 2021 : ISSUE 365



Runway Model

Mountain Rallye

Saab Takeover

SAAB
CLUB
OF NORTH AMERICA



www.saabnet.com
 Millions of pages of Saab info and photos and over 1/2 million Saabers visited in the last year

Saab Bulletin Boards for all models – No Site Registration Required to Post Questions/Answers

Frequently Asked Questions/Answers Section including Owner and Service Manuals

Monthly **Saab Raffles & Photo of the Month & Saab Photo of the Year** Contests with Prizes

#1 Most Active Saab Classifieds – Get the Most for Your Saab/Parts

Saab Photo Galleries/Past Model Information/Polls/Events


Free Site Decals & Mileage Badges for your Saab

Saabers Helping Each Other (Saab Buddy Database): buddy.saabnet.com

 facebook.com/saabnetcom

 twitter.com/saabnet

Saabnet.com was Featured in the 2001 Consumer Reports Used Car Buying Guide



**Thank you Jerry Danner
 for over 50 years serving
 the Saab community.**

Read Jerry's letter online at:
milehibodyshop.com

crosswayautovt.com



Leading Seller of Pre Owned Saabs in the North East

Tel: 802/223-9580 • 800-639-4095 • Fax: 802/223-9584
sales@crosswaysaab.com • service@crosswaysaab.com
 Vermont



Saab Official Service Center

9s

Publisher: Saab Club of North America, Inc. ("SCNA")

Editor-in-Chief: Gregory A. Abbott

Contributing Editors: Jan Gravley, Jim Hickstein, Shelly Baxter

Art Direction: Kyle Webb

All material Copyright © 2021, Saab Club of North America, Inc. Material may not be reused or reproduced without permission.

Editorial contributions are always welcome, including letters to the editor. Submissions may be sent to nineseditor@saabclub.com. All material submitted is assumed to be for publication unless clearly marked otherwise. We reserve the right to edit any material for publication at our discretion. Submissions should be in a common word processing format, such as plain text, Microsoft Word, or Adobe PDF.

Any photographs submitted for consideration should be emailed to nineseditor@saabclub.com, in high-quality JPEG format, preferably with a minimum resolution of 1,920 x 1,280 pixels.

By submitting text, photographs, or other material to NINES you grant NINES and SCNA a perpetual, non-exclusive license to reproduce the material in the magazine, in promotional material or in any other media; and you represent and warrant that you are the copyright holder or that you have the legal authority to grant such a license.

CHANGE OF ADDRESS: Please email your name, both the new and old addresses with ZIP code, to treasurer@saabclub.com, or you may send a change of address by regular mail to:

**9s, Saab Club of North America
 P.O. Box 11418, Saint Paul, MN 55111-0418.**

Title: **9s**

USPS 018-787

ISSN 1530-0730

Published quarterly by
 Saab Club of North America, Inc.
 1740 Rome Ave.
 Saint Paul, MN 55116

Email publisher or editor:
nineseditor@saabclub.com

To contact through our website: saabclub.com

SUBSCRIPTION RATE is \$42 per year in the United States. See information on the mailing label for complete information.

Periodicals Postage Paid at Saint Paul, MN and at additional mailing offices.

POSTMASTER: Send address changes to:

**9s, P.O. Box 11418
 Saint Paul, MN 55111-0418**

CONTENTS

- 2 **Editor's Letter**
GREG ABBOTT
- 3 **President's Letter**
SANFORD BOGAGE
- 4 **Saabs Make a Splash**
TIM WINKER
- 7 **MN Saab Tradition**
JACK SABBA
- 8 **Runway Model**
MARK J. McCOURT
- 13 **Market Watch: Special Sauce**
JAN GRAVLEY
- 14 **Saab Shots**
KARIS NIX
- 16 **A Road Trip Adventure**
LINNEA KRAJEWSKI
- 17 **Saab Takeover**
GARY LEWIS
- 18 **Concours d'Saab**
BRUCE HARBISON
- 20 **Saabs Online**
- 21 **Saab Club Info**
- 22 **Saab+Aircraft+Engines**
BOB MILLER
- 24 **Endless Mountain Jamboree**
AMY KLENE
- 26 **Saabs at Put-in-Bay**
TIM WINKER
- 27 **Saab Owners' Convention 2022**
- 29 **Future Events**



Cover photo: Drone photo of *The Saab Takeover* in Franklin, KY, April 17, 2021. (See article, page 17)
Photo by : Xavier Dinwiddie

EDITOR'S LETTER

BY GREG ABBOTT



9s

2

SAAB
CLUB
OF
NORTH
AMERICA

My first SOC was in 2005, held at Stratton Mountain, Vermont. I was astonished, gathered were cars I had only seen in pictures, vintage Saabs that had been restored to better than showroom condition, one-off oddballs that I did not know could even exist (it was hard to get my head around a classic 900 redone to RWD with a Mustang V8 drivetrain). Beautifully maintained, top-condition 9000s and c900s, and even 99s which were already getting scarce by 2005.

But the most appealing thing about that convention, and all Saab conventions, was and is the people; Saab folks are happy, generous, interesting, and thrilled to be sharing their experiences with each other. Saab conventions bring together people who love the details about their cars. It's not about social climbing or conspicuous consumption. Instead you get passionate conversation about how the car works, how the engineers decided on *that* configuration, how to get the most joy out of the cars we all love. All that, and late night conversations in the parking lot (with adult beverages in hand) among people who are engaged, involved, and interested in what other Saabers have to say.

Every year for nearly 40 years we gathered in the summer to share our hobby, trade stories, look at the cars we love. Even if we couldn't be there, we looked at the pictures online, to see who was there and what car they drove.

And then 2020 happened, and it was gone. Turning lemons into lemonade, we called it the "UNconvention," and put together some swag. We could still connect online, but it wasn't nearly the same.

Some of you may remember a cover photo in 9s some years back with six Monte Carlo yellow classic 900 convertibles all together, from the 2011 SOC in Parsippany, New Jersey. It was an awesome photo, but it was nothing compared to being there in person. I vividly remember walking around a corner and with absolutely no warning running into six of the coolest, rarest Saabs ever made parked in a row. [Cue Keanu Reeves: "Whoa."]

Every SOC is like that. Amazing, rare, and beautiful cars sitting in the show field; every single one of them has a loving owner who will talk your ears off about the car's history and how it was saved or brought back to life. In the Concours competition you will see stunningly preserved original Saabs, looking as if they just came off the boat from Sweden. In Peoples' Choice, you will see amazing variations and modifications, both cosmetic and mechanical, that bring out the hidden and wonderful aspects of Saab.

If you've never been to a Saab Owners' Convention before, come check it out. We were able to reschedule last year's postponed convention for this year at the same location, the Desmond Hotel in Albany, New York, for July 15 to 17. Next year, in 2022, we will be meeting on the same weekend at the Saab Heritage Car Museum USA (another must see!) in Sturgis, South Dakota.

If you like Saabs, you'll have a great time.

PRESIDENT'S LETTER

BY SANFORD BOGAGE

Hello SCNA Members,

These past few months, I have attended a number of Saab and automotive-related events. It has been refreshing to see people again, and like many of us, I am ready and eager to reconnect with people and attend new events as well. A video posted recently on the SCNA YouTube channel documents a recent meet up in Fall River, MA which had great weather and a strong turnout. These informal meets, usually organized by young and enthusiastic 9-3 or 9-5 owners, feature newer modified vehicles and less original or restored older cars. Just last month, I took my classic 900 to a meet, and it was one of the only vehicles there that was more than 20 years old (and definitely the only vehicle over 30 years old).

One of the traditional large kick-off events of the year is in Carlisle, PA, and is organized by the Central Penn Saab Club. Saabs@Carlisle is always well attended, and this year was no exception. One thing that I enjoy about Carlisle is that there is a healthy collection of older and vintage Saabs to enjoy, but this year I noticed more modified and tuned vehicles as well.



A good example of this divide is father and son Jim and Evan Hutchings. Jim brought one of the oldest unrestored Saabs you will ever see, a 1955 92b deluxe. In direct contrast, his son Evan attended with his heavily modified 2007 9-5 Combi with wide tires, a stage 3 tune, 3" exhaust modifications, coil overs and much more. At a modern Saab meet up, car show or Owners' Convention, you are sure to see both the extremes and everything in between.

If you decide to attend SOC 2021 in Albany, NY, you can expect to see this contrast in the Saab community. We all share the same passion for our cars, but it manifests itself in very different ways. Don't forget to check our web site saabclub.com for new features and links as well as an expanded store for SCNA merchandise. As always, SCNA remains committed to supporting Saab enthusiasts, drivers and service providers by providing relevant content and enhanced member benefits.

Sincerely,

Sanford Bogage

President, SCNA



9s

3

SAAB
CLUB
OF
NORTH
AMERICA

The Saab Club of North America Board of Directors

Greg Abbott

Shelly Baxter

Sanford Bogage
President

Daniel Cahill
Vice President

Jan Gravley

Jim Hickstein
Treasurer and Membership

Allan Holmes

Mark Welker
Secretary

SAAB MAKES A **SPLASH**

BY TIM WINKER



SAAB chose to bring attention to their product via motor sports

9s

4

SAAB
CLUB
OF
NORTH
AMERICA

The story of SAAB in the United States began sixty-five years ago with a splash. An overall victory in the 1956 Great American Mountain Rallye in New England, as well as the team prize, proved that SAAB cars were able to run with the best cars produced when it came to driving in adverse conditions.

SAAB introduced their second model, the 93, in December 1955. Though it resembled the SAAB 92 in profile, it was quite different under the hood. Instead of the two-cylinder, 764cc, 25 HP, transverse mounted engine, the 93 had a three-cylinder, 748cc, longitudinal mounted powerplant rated at 33 HP. In mid 1956 SAAB established a U.S. sales arm in New York City, called SAAB Motors, under the direction of Ralph Millet.

As a small manufacturer, SAAB did not have funds for a big advertising budget to introduce their cars to the U. S. market. Instead, SAAB chose to bring attention to their product via motor sports. An initial plan to enter two cars in the 12-Hours of Sebring was deemed too expensive. SAAB's motor sports background was primarily in rallies, so they decided to enter a three-car team in the Great American Mountain Rallye, to be held over three days around Thanksgiving, 1956.

The Great American Mountain Rallye covered roughly 1,500 miles, traveling through the Adirondack, Green

and White Mountains of New York, Vermont and New Hampshire. Winter conditions were highly likely and the first few versions of the GAMR established that reputation. The event attracted teams from Europe as well as the Americas.

Though the idea had been discussed, the final decision to enter the GAMR wasn't made until October. Three factory test cars were immediately shipped to Connecticut for the event. Rolf Melde, SAAB's chief test driver and a successful rallyist, would be the team leader. U. S. Customs was slow to release the 900 pounds of engines, gearboxes, tires and rallye gear that Melde had shipped from Sweden, so the team only had a few days to finalize the cars for the event.

The three SAABs were to be driven by Rolf Melde with American Morrow Mishkin as navigator in car #50. Bob Wehman and Louis Braun were teamed up in #51, and husband and wife Gerald and Doris Jankowitz were in #52. A few days before the start of the rallye it was realized that Melde would need an American driver's license. With the help of friends, that was quickly taken care of.

Preparation was completed on Monday, November 19th, with a little over 24 hours before the three SAAB teams were to start the rallye. They arrived at the start point

for registration and scrutinizing on Tuesday morning. The first cars entered in the 1956 GAMR were waved off in New York City just after midnight on Wednesday, November 21, by honorary starter Juan Manuel Fangio, the Formula 1 champion. The cars were started at two-minute intervals, so it wasn't until 1:40 AM that #50 left the start, with the other SAABs at 1:42 and 1:44. A total of 63 cars started the rallye.

The route went north through Connecticut and New Hampshire toward the first overnight stop in St. Johnsbury, Vermont. The lead SAAB of Melde and Mishkin had plenty of good scores, but several lateness penalties dropped them down in the standings. The penalties came as the result of a simple misunderstanding. At one instruction, driver Melde inquired, "Left?" and navigator Mishkin replied "Right." Melde, assuming that his navigator meant "Correct," obediently turned left. It was some distance before the error was discovered, and the team arrived late at several checkpoints as a result.

Driver Melde inquired, "Left?" and navigator Mishkin replied "Right."

Wehman and Braun in SAAB #51 checked in to St. Johnsbury as the overall leaders, and were first off the line the following morning. The day's route included such well-known passes as Smugglers Notch and Lincoln Gap. While other teams struggled on the snow-covered roads in the mountains, or stopped to install chains, Melde instead turned his Saab around and headed up Lincoln Gap in reverse, taking advantage of the snow tires with weight over the driven wheels. Snow and ice covered most of the roads, and temperatures dropped to 10 degrees below zero, but the SAAB teams motored on in the comfort of cars built to tackle such conditions.



At the Lake Placid stopover, Wehman and Braun still held the overall lead, while Melde and Mishkin had worked their way back up to sixth overall. The Jankowitz's SAAB had suffered a speedometer cable failure which made making turns at a mileage nearly impossible. However, they managed to stay on course and were among the top twenty in the standings.

Day three took the teams back to New York, primarily by main roads, with average speeds approaching 60 mph. Car numbers 52 and 50 checked in to the final checkpoint on time, but 51 was late in arriving. As it turned out, an accident just a couple of miles from the finish had blocked the road and remaining teams were held up until it could be cleared. It was expected that the rallye organizers would drop that final section from the scoring, but they did not, adding nearly 900





Competing against a field of 62 sports and touring cars, both American and European, a SAAB 93 won the GAMR outright in a grueling four day test much of which was run in the mountains of New England on snow and ice and in sub-zero weather. The head seal on the winning SAAB was never broken once during the Rallye to add water or otherwise work on the engine. As a team, the three SAAB's entered came through unscathed to also win the Factory Team Award outright.

SAAB wins

GAMR
GREAT AMERICAN MOUNTAIN RALLYE

1ST overall 1st 1500 cc TOURING
★ ★ ★

6TH overall ALSO 1st 750 cc TOURING
3rd 750 cc TOURING
4th 750 cc TOURING
★ ★ ★

TEAM PRIZES..... 1ST FACTORY TEAM Overall
1ST FACTORY TEAM 1500 cc Touring

In International competitions in 1956, SAAB automobiles have placed second overall in the Tour of Europe, first in the Walsbyke Rally, first, second and fourth in the Viking Rally and first, second and third in the Midnight Sun Rally, plus countless outright class and team wins in national and club events.

SAAB MOTORS, INC. — Subsidiary of — **SVENSKA AEROPLAN, AB**
130 W. 57th St., New York City Linköping, Sweden

MOTOR TRENDS/FEBRUARY 1957 3

points to the score of #51. Fortunately, they had held a substantial lead prior to that penalty and remained in the overall lead, but now a mere 14 points ahead of the second place Jaguar.

The final test was just that, a short test of driving skills including driving backwards in a circle and parking in a “garage” without knocking over a bar at the rear. Only the Top Ten cars participated, but Wehman pulled it off with minimal error and the #51 team were declared the winners. Sixth place went to Mellde and Mishkin, while the Jankowitz's managed 17th despite the lack of an odometer. SAAB was also awarded the Factory Team prize, 1st in Touring Class under 1500cc, and 1st, 3rd and 4th in the under 750cc category.

The first major shipment of SAAB 93s arrived in the U. S. just weeks later for distribution to the new SAAB dealer network. 🇺🇸

GAMR REVIVAL

The original Great American Mountain Rallye ran for only a few years in the 1950s. It was revived in 2018 by rallye enthusiast and historian Steve McKelvie as a rallye for vintage cars. The course utilized many of the same roads as the 1950s events, but a bit earlier in the year to avoid the challenging snow and cold conditions.

Steve passed away a few months after the inaugural running of the Great American Mountain Rallye Revival (GAMRR), and Gary Hamilton took over organizing the 2019 event, based out of Saratoga Springs, NY. The 2020 GAMRR was canceled, as were most public gatherings that year, but it is on the calendar again for this year.

The 2021 event is based out of Stowe, Vermont, and takes place over three days, September 13 through 15. The course was written by John Buffum, many time SCCA ProRally champion, and again will use roads that were part of the route on the original GAMR, in Vermont and New York.

Since Saab was the overall and team winner in the 1956 running of the GAMR, organizers would like to encourage Saab owners to participate in their vintage cars, especially the model 93 from 1956 to 1960.

GAMRR organizer Gary Hamilton has been invited to speak at the 2021 Saab Owners Convention in Albany, NY. He will cover the history of the rallye, as well as answer questions about the Revival. 🇺🇸

More Info and Registration here:

msreg.com/GAMRR2021

www.facebook.com/historicallyrevival

greatamericanmountainrallye.car.blog



TIM WINKER is a long-time automotive journalist, rallye driver, performance driving instructor, and most importantly, a Saab enthusiast for many decades. Tim was editor-in-chief of NINES for over a decade; and he currently spends his time restoring vintage Saab rallye cars at his home in northern Minnesota.

MINNESOTA SAAB TRADITION

BY JACK SABBA



Twice a year since 1996 the Minnesota Saab Club has gathered on a stretch of rural highway in Randolph, MN, (about 32 miles south of the capital, Saint Paul) to walk the roadside and pick up litter. This year was no exception although simple changes to the agenda like lunch outdoors afterwards were necessary due to Covid restrictions. As a matter of fact, turnout was above average! The club usually makes a day of it – once in the spring then again in the fall, combining the cleanup with a meet, lunch, or driving cruise.



The Adopt-A-Highway program began in Texas in the 1980's and is now available in almost every state. It saves the tax payers money and keeps the roadsides beautiful and free of litter. Organizations like the Minnesota Saab Club volunteer to keep a section of highway free from litter in exchange for posting the club's name on a sign along the highway. It's an opportunity for the club to do something good for the community while also gaining some recognition for the club. 🍷

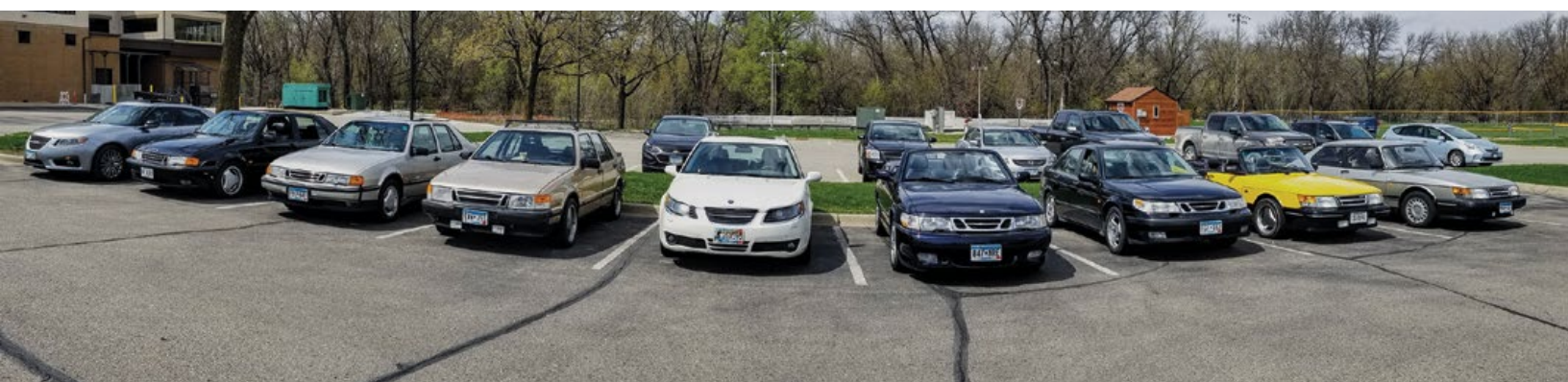
For more information on the Minnesota Saab Club visit mnsaab.club or find us on Facebook at facebook.com/groups/mnsaabclub

JACK SABBA is a pilot for Delta Air Lines, enthusiastic owner of a fleet of Saab cars, and president of the Minnesota Saab Club since 2017.

9s

7

SAAB
CLUB
OF
NORTH
AMERICA



RUNWAY MODEL

BY MARK J. McCOURT

9s

8

SAAB
CLUB
OF
NORTH
AMERICA

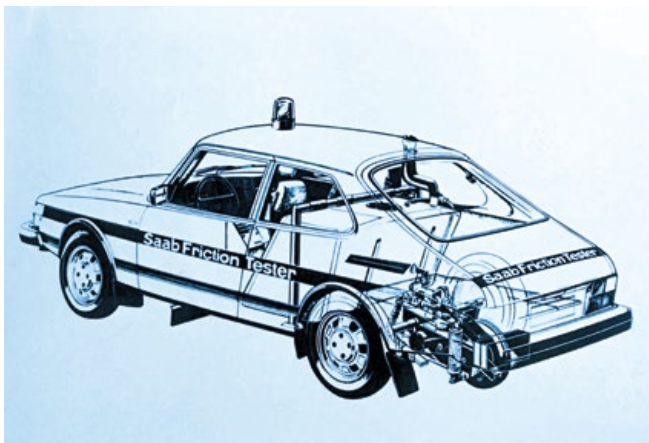


**Saab's pioneering Friction Tester
technology put this 1990 900
Turbo to work**

You typically wouldn't want to go 140 mph in a packed bus on a snowy highway

“BORN FROM JETS” may have been marketing hyperbole, but there was a grain of truth in Saab's circa-2005 advertising campaign. While at that time it shared nothing more than its name with the Swedish aerospace firm, the automaker had verifiable aeronautical roots that included building cars for special airport use. In conjunction with the National Swedish Traffic Research Institute and National Aeronautical Research Institute of Sweden, Saab's automotive and aviation engineers had developed—and, for more than a decade, built in-house—a self-contained surface-friction testing platform that remains in use around the world today. The unrestored, complete, and fully functioning 1990 900 Turbo on these pages is a rare example of Saab's Friction Tester that was retired from official duty and is now in private hands.

What is a Friction Tester, and why would it be needed, you may ask? Well, think about the times you've traveled by airplane. Chances are, you have taken off or landed in some form of inclement (raining, snowing, icy) weather, which means the traction available to the tires on your aircraft's landing gear was reduced, compared to tires on a dry runway surface. Even the build-up of rubber on dry arrival runways, deposited by momentarily locked wheels, seriously limits grip. Most aviation accidents happen as a plane is leaving or returning to the ground,



so pilots need to know the conditions in which they'll be operating, potentially compensating for longer take-off or stopping distances. “You typically wouldn't want to go 140 mph in a packed bus on a snowy highway,” muses Saab Friction Tester historian Benjamin Hinkle. “The purpose of the car was to decide whether it is safe for a packed airliner to do so.”

And that's how this light-bar-laden, Chrome Yellow 1990 900 Turbo earned its keep, starting at Chicago Midway International Airport, followed by a stint at the Zurich International Airport in Switzerland, and finally ending its career after a period of service at Washington Dulles International Airport. Bearing the serial number 244, the two-door hatchback—belonging to noted 900 collector Arte Levy—was among the last examples built in-house at the Saab Car Division of Saab-Scania in Nyköping, before General Motors purchased a 50-percent interest in the company and closed the Friction Tester department. Development and production of this technology was subsequently adopted in May 1991 by the Swedish company Airport Surface Friction Tester AB, now called SARSYS-ASFT, which remains among the world's most respected in its field of product expertise. At one point during its overseas tenure, our feature car spent time at ASFT, where it was updated with the latest equipment and



9s

10

SAAB
CLUB
OF
NORTH
AMERICA

received that firm's red, white, and blue decals, replacing the original black Saab Friction Tester striping.

If you'd walked into your local Saab dealership in 1990 and purchased a 900 Turbo hatchback with the optional BorgWarner three-speed automatic transmission, you would have paid \$26,075. This two-pedal 900 Turbo cost Midway around \$100,000 more, for an inflation-adjusted equivalent total of \$252,300 in today's money. What did that breathtaking price buy? The latest in Continuous Friction Measurement Equipment (CFME), packaged within a famously sure-footed front-wheel-drive sport sedan.

The 900 Turbo was a smart choice for high-speed work thanks to the near-130-mph capability of its longitudinally mounted DOHC 16-valve engine. A water-cooled turbocharger and intercooler boosted that fuel-injected 2.0-liter (121 cu-in) four-cylinder's output to 160 hp at 5,500 rpm and 188 lb-ft of torque at 3,000 rpm, while four-wheel discs with new-for-'90 antilock brakes offered strong stopping power. Selecting the automatic transmission over the manual meant the operator could focus on acquiring the necessary friction readings; the car could also be safely driven by a wider

onboard water tank could be used in surface-maintenance testing to simulate wet conditions

variety of people, a bonus when it was tasked with general airport duties. The hatchback body style proved most practical because of the access it provided to the special equipment behind the driver's compartment.

The "classic" 900 would be the second Saab model marketed as a Friction Tester, following the 1977 99 Combi Coupé that pioneered the technology. Before the

automaker's engineers developed the Friction Tester, airports primarily relied on tow-behind CFME rigs like the "Skiddometer"

and "Mu-Meter" for data. Those devices were developed in the late-1950s/early-1960s in Sweden and the U.K., respectively, and looked like small, three-wheeled trailers. The Saab development differed in being integral with the car, and was made possible through a clever bit of parts-bin sharing. In addition to swapping the full-size fuel tank for a smaller, repositioned unit, the standard 99/900 beam rear axle, located by five links and a Panhard rod, was exchanged for the independent, coil-sprung upper/lower wishbones that had supported the front of the smaller 96 and 95 models. Those coil springs could contain inflatable air bladders to support the additional weight brought by an optional 105-gallon

plastic water tank that mounted where the rear seat normally was.

Under the sloping liftgate, the trunk floor contained a hatch panel that covered a chain-driven, friction-measuring wheel that could be hydraulically lowered and raised. This wheel, shod with a tube-equipped 4.00-8 tire sporting a rubber composition and tread akin to those on airplanes, was geared to rotate at a constant percentage of slip—usually 10- to 30-percent—relative to the car's steady speed. That speed, held steady during the testing, typically ranged from 40 to 60 mph, although this assessment could be performed at up to 100 mph. A torque sensor read the resistance against the chain drive, and fed this information to an on-board computer that transmitted in real time to Air Traffic Control, which in turn relayed runway condition codes—0 to 6, with 6 being dry and good braking—to incoming and outgoing pilots.

And that available onboard water tank could be used in surface-maintenance testing to simulate wet conditions via a regulated constant-rate spray of water ahead of the measuring wheel. It could lay down a layer of water whose specific depth was controlled by the operator, allowing him or her to assess the runway surface, as well as the rubber build-up in areas where airplane tires leave deposits, with the objective



of reducing hydroplaning. Our feature 900 was so optioned, although when Arte purchased the 900 in 2009 through a Dulles surplus auction, the external cap for the rooftop filler neck was missing, and nobody he contacted—including ASFT in Sweden—could offer a replacement. “I thought the thread looked like that of a gas cap, but I couldn’t be certain. I looked at a Friction Tester photo, and thought, where have I seen that? It took me a long time to realize that Saab used the gas cap from a 99! I bought a NOS cap still in its package from a local source, and put it on that same day.”

This 900 Turbo Friction Tester was one of the first in America known to be sold into a private collection, because they remain useful, even decades after their construction. “They tended to move around,” Arte explains. “They were leased, or airports traded or sold them to each other, so as mine had, it was common for Friction Testers to work at different airfields in their life. In fact, after I’d signed the paperwork to buy mine, I was contacted by Dulles asking if I was still interested in the car, because an airport in South America was willing to pay multiple times what I did for it! Mine is still programmed to the runways at Dulles; you turn on the computer and see the runway numbers, it tells you where to start on the runway and where to drop the wheel.”

He went on to guesstimate there are fewer than a dozen in private ownership, and some were sold without all their unique equipment. Among the known examples are #78 and #211: The former is a naturally aspirated five-speed manual 1983 900 that tested runways at Buffalo Niagara International Airport before being restored for the General Motors Saab Heritage fleet, and is now a popular display at Tom Donney’s Saab Heritage Car Museum USA (saabmuseumusa.com) in Sturgis, South Dakota; the latter, an automatic 1987 900 Turbo belonging to Benjamin Hinkle, first served Boston Logan and cost the Massachusetts Port Authority \$86,981 (the equivalent of \$205,400 today).

These rolling computers were used in Italy, Germany, Poland, Greece, Malaysia, and Japan.

Number 211 was ultimately retired from the Albany (New York) International Airport, and is being restored.

It wasn't just snow-belt Northeastern runways these Saab Friction Testers covered—SFTs were found in U.S. cities as diverse as Atlanta, Georgia; Detroit, Michigan; Moline, Illinois; and Seattle, Washington. In addition to examples used in Scandinavian countries, these rolling computers were used in Italy, Germany, Poland, Greece, Malaysia, and Japan. And many descendants of the 900 remain in use today, as SARSYS-ASFT built Saab car-based CFMEs out of 9000s and 9-5 wagons through 2009; its current lineup of Airport Surface Friction Testers includes the Volvo XC40, XC60, and V90.

While he's put fewer than 1,000 miles on it over the past 12 years, Arte tells us his yellow three-door gets tons of attention when he takes it out, and it drives quite differently than the other Saabs in his collection. "This car was meant to go straight down runways, so it doesn't corner like a regular 900; the modified rear suspension makes it feel a little loose and bouncy. And even though it's turbocharged, it feels sluggish with the automatic, compared to my five-speed SPGs. Then again," he says with a grin, "I don't have a runway to bomb down." 🍷



This article first appeared in the May 2021 issue of *Hemmings Classic Car* magazine; it's reprinted with permission from **Hemmings Publishing**. Words and photography by Mark J. McCourt, additional images courtesy of Benjamin Hinkle and Henrik Zaar.



MARKET WATCH : SPECIAL SAUCE

BY JAN GRAVLEY

Here are some highlights from the last 3 months. What's in your garage?

Does your Saab have that special sauce? I've been watching all the online auctions as well as Saabnet for the last few months and noticing some very impressive results, so what is that special sauce? It appears to be a car with one or more of the following ingredients: low mileage, manual transmissions, XWDs, rare colors and body styles, such as wagons and convertibles. The high performance or limited editions like Viggens, SPGs, and TurboX have always done well but these days even regular production cars with any or all of the special sauce are bringing top dollar right now. Scott Paterson from Saabnet commented that there has been a significant increase in very low mileage listings this year and they are selling at a steady clip. I found some astounding results on Cars & Bids as well as Bring a Trailer over the last 3 months. Why are these cars in such high demand by enthusiasts? For one thing they are rarer, so consequently harder to find. Why are they rarer? Joe Reichard, Dealer Consultant said "dealers tend to shy away from certain option and color combinations because they stock cars that work best with manufacturer lease programs. Those are the more standard optioned cars. Things like XWD and manual transmissions are a small percentage of the total cars imported because they don't fit well into the lease and fleet programs". As a Saab enthusiast I love the ones with the special sauce and I bet you do too. 🍷

Saabnet.com
CarsandBids.com
Bringatrailer.com

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



2010 9-3 2.0T Automatic 52K miles
Sold for \$19,000 May 2021. Photo from Bring a Trailer



2011 9-3 2.0T Manual 6 speed 21K miles
Sold for \$27,200 May 2021 Photo from Bring a Trailer



2008 9-3 2.0T 6 speed 113K miles
Sold for \$12,200. June 2021 Photo from Cars & Bids

9s

13

SAAB
CLUB
OF
NORTH
AMERICA

SAAB SHOTS

BY KARIS NIX
@NIXMIXMEDIA



Thor & Mjolnir's stunning 900 Turbo Convertible at Carlisle.



Joe Rizzulo showing off the A-Z Performance front end on his heavily customized 9-3 Sport Sedan.

SAABS AT CARLISLE

With what was the best weather we've had to date, Saabs@Carlisle 2021 is in the books. We officially fielded 168 of the 1,800 total cars in attendance- not quite our usual 10% of show total, but darn close. Additionally, we received the 1st Place Club Challenge Award which will be proudly displayed in 2022 along with our Peoples Choice winners in the big tent. Central Penn Saab Club wishes to thank everyone who joined us in 2021 and to invite all Saab owners, past & present, to help spread Saab love May 13-14, 2022 at Carlisle Fairgrounds. 🍷

9s

14

SAAB
CLUB
OF
NORTH
AMERICA



A display of Saab's color lineup through the NG900 and OG 9-3 production.



Two beautiful Platana Gray 900 SE Convertibles.



Sonett II showing off its captivating bubble glass and rear end.



A local Marylander with his vintage Saab showcasing period correct accessory lights!



Sharktooth or Dame?



This well used 99 EMS turned heads as it rolled onto the showfield.

9s

15

SAAB
CLUB
OF
NORTH
AMERICA



Old Generation 9-3s were also in vast numbers this year.



The only flat nose 9000 at Carlisle this year sporting period correct Catalog Wheels.



The Sonett III embodies Saab's quirky side of styling and safety.

A ROAD TRIP **ADVENTURE**

BY LINNEA KRAJEWSKI

*Another SOC is just around the corner, so the **Paragon of Planning** is here to provide you with some tips to ensure that your ride to Albany (or any other far away place) turns into a true adventure that you will talk about for years to come.*

Preplan and avoid the rush!

Every time I would sign up for a show.... Carlisle, SOC, Swedish Car Day, Saabtoberfest, I tended to forget that the show was happening until about three days prior. Usually, one of my friends would email, asking which car was going to appear at the show. It was then that I realized that there was a show coming up, and I would run around for the next three days in a frenzy, settling accommodations, searching for the show pass or credentials that would get me onto the show field, packing the car and generally enduring a state of panic that did not let up until whichever Saab was heading out with me was packed and ready to hit the road.

Eliminate the Mechanical Gremlins BEFORE You Leave

Occasionally, one of my Saabs would start making an odd noise, or a strange smell would begin to emanate from some odd corner of the car. Days before we were to leave for a trip, the noise would get louder or the smell would worsen, which would necessitate an emergency visit to the shop. Of course, the problem would never be anything simple or inexpensive. Alternatively, the noise or smell would go away, only to return as we were leaving for our trip, giving me 600 or so miles to wonder what was causing the noise or the smell and wondering if we would make it to our destination before whatever was causing the issue would fail.

Technology is Your Friend... Sometimes

Days before we embarked upon our trip to Colorado, I updated my six-year-old Garmin. Unbeknownst to me, the update wiped out the gizmo's knowledge of the US of A east of the Mississippi. I found this out as we were

leaving the driveway on Day 1 of the trip. Fortunately, I had remembered to pack my tablet and air card. I quickly downloaded Waze and narrowly avoided having to navigate via Rand McNally.

Pack Carefully to Avoid Calamity

In the back of every Saab that lives with me lives a fire extinguisher. Getting ready for a trip to SOC '10, I carefully packed Edwina's hatch....or so I thought. The night before we left, I had to put one last thing in the hatch....and neglected to notice that the safety had fallen off of the extinguisher. When I closed the hatch cover the night prior, something....most likely a knapsack, had come down on top of the fire extinguisher. I spent the next three hours unloading the hatch, cleaning fire retardant from everything that had been in the hatch, and then carefully repacking the car. There was still a rime of retardant coating the windshield on the inside...I finally pulled over in Syracuse and got to work with some Windex and a paper towel so that I could see properly.

Pack Good Humor

Sometimes, no matter how carefully you plan, something misfires on the way or you get to your destination and it's pouring down rain or, worse yet, snowing. Maybe you have to stop for repairs or you end up heading to the show driving a Brand X rental car. You might get stuck in traffic and have to wait until morning to get onto the showfield. No matter what happens, you will undoubtedly have many friends with which to commiserate and many friends to help. And, in a few years, you can look back and laugh at the situation. Such is the way of the Saabista.

See you at the next show! 🍷

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.

9s

16

SAAB
CLUB
OF
NORTH
AMERICA

SAAB TAKEOVER

BY GARY LEWIS



I had one of the best Saab teachers there ever was in Walt Lawson. He is a big part of my success. I worked at Saab dealers in South Florida with a world class Saab tech, Bill Rich--we were a scarce species in Florida but that's what made it special in my book. I moved to Nashville in the winter of 1998 and became a Factory-trained Saab Master Tech, and two years ago I was able to reach a life-long goal of starting my own shop: Moose Proof Automotive. During these past two years, all my friends kept saying: "let's have a Saab-only car show!" One of those friends (and dedicated Saab owner) is John Wholihan, who manages The Mint Gaming Hall at Kentucky Downs in Franklin, KY. He and his team graciously made their parking lot available on April 17th, and we experienced a great turnout for a first-time event! Over 40 Saab friends arrived, driving Saabs ranging from vintage (including a 95 wagon) to modern (NG9-5s), with several c900s, 9-3 Sports Sedans, and even 3 Viggens. These wonderful owners hailed from Alabama, Georgia, Indiana, Kentucky, Missouri, and Tennessee! Saab Club Atlanta showed up strong to support us, and we welcomed 3 Board members from the Saab Club of North America. We all mingled and admired everyone's Saabs, geeked out over the prime examples of the species, raffled off some prizes, and generally had a blast!! After the meet we had an awesome drive through the Kentucky "bluegrass" countryside to "Trollhaven" (the home of my friend Paul

Everyone reading this has one—a "Saab story". Here is mine.

Nielsen and his vintage Saab collection in Marion, KY). Paul generously hosted a tasty BBQ and we hung out talking Saabs and driving his 2-strokes around. All in all, a terrific day with old and new Saab friends! Some of you may say that I'm late to the party, but I just wanted to give back in some way for all the great years being under the hood of a Saab. I could not have picked a better life--I've been blessed to be a part of this great group of people. As I say on my website, the best thing about this is the people--they are as unique and intelligent as the cars they drive. My shop's motto is: "Keeping Saabs on the Road," so if you're traveling through Tennessee on I65 I'm 1 mile off Exit 108--stop by and we can talk Saab!! Hope to see you at the show next April (The Mint will have a 5-star hotel open by then)!



Gary's shop info: mooseproofautomotive.com

Drone footage of the event: saabclub.com/youtube

For more info about the host: themintgaming.com

GARY LEWIS is a Factory-trained Saab Master Tech and owner of Moose Proof Automotive in White House, TN.



9s

17

SAAB
CLUB
OF
NORTH
AMERICA

CONCOURS D'SAAB

BY BRUCE HARBISON

For the year 1999, The Rocky Mountain Saab Club of Colorado (RMSC), with much help from Saab Cars USA and their staff, decided to put on the SOC. One of our tasks was to write new rules for the Concours d' Saab. I attended my first SOC in 1996 held in Kirkwood, CA and was impressed by the many vintage and newer Saabs that competed in the Concours.

In early summer, Jerry Danner and I met at a Wendy's in Broomfield, CO to discuss and revise a new set of Concours rules, based on the ones used by the American MGB Association which was founded in 1975. I wanted to put the Concours d' Saab on equal footing with other European marque clubs which also held these events, and after looking at several club's rules found that the MGB club's fit well with our event. They were detailed enough without going into TOO much detail such as engine numbers, etc. but gave equal points for originality and cleanliness.

Jerry and I decided that a clean and perfectly detailed Saab could be a contender even if it was not 100% original. At the time, unless an entrant's Saab was nearly brand new, it probably would not be unless the owner had carefully restored it or had been meticulous about keeping his/her Saab in near perfect condition. A very original or

beautifully restored Saab cleaned immaculately had the best chance of winning by collecting the maximum points for originality AND cleanliness of course, but a poorly presented car would not do as well, thus the emphasis on cleanliness and originality.

Using the MGB template we settled on five categories which would cover the entire car effectively and methodically. These are Body & Exterior, Engine Compartment/Drivetrain, Wheels & Undercarriage, Interior and Trunk/Hatch. All these categories have a section for Quality & Condition (Cleanliness) and OEM (Originality) with equal points for each with one exception, paint condition. Below is a copy of the current One-Page Judging Sheet which was introduced by past editor Stephen Goldberger for a local club show in the early 2000s. This "shorthand" version of the judging sheet was adopted by the SOC Concours Committee and is used through the present day. Any questions the judge/judges may have can be solved by referring to the original eight-page Judges Scorecard. All the categories and points assigned there are the same, just in greater detail.

The question of paint requires a brief explanation. A factory OEM or matching re-paint should be given full or near full points if the color is correct, but the condition can vary greatly. 30 points is a perfect score for condition. The reason there are 10 extra points is to allow for small deductions such as rock chips, scratches, dullness, etc. that take away from the OEM look. Greater scrutiny is deemed necessary, thus more points are needed.

The rules first used at SOC99 have been modified and changed over the years, mostly to clarify language, grouping and to increase efficiency. The first version had the judges look at originality first and then do a second



SOC Concours Committee Judging Sheet

SOC21 Judging Sheet Perfect Score--580

Owner(s) _____ SOC Number _____ TOTAL POINTS _____

Class: _____ Year: _____ Model: _____ Judges _____

Item	Originality	Condition
1: Body & Exterior - Quality & Condition/OEM -140 Points		
<small>(See Complete Rules for Classic 900 Convertibles only)</small>		
Paint	(20)	(30)
Sheet Metal Body Design (modification to OEM)	(10)	
Exterior Trim and Bright work	(10)	(10)
Badges and Emblems	(10)	(10)
Glass and Seals	(10)	(10)
Bumpers	(10)	(10)
2: Engine Compartment-- Quality & Condition/OEM – 100 Points		
Engine and Drive Train	(20)	(20)
Radiator, hoses, and clamps	(10)	(10)
Wiring and Electrical Components	(10)	(10)
Stickers and Decals	(10)	(10)
3: Wheels/Undercarriage -- Quality & Condition/OEM 120 Points		
Wheels	(20)	(20)
Tires	(20)	(20)
Suspension	(10)	(10)
Exhaust	(10)	(10)
4: Interior -- Quality & Condition/OEM 140 Points		
Seats	(10)	(10)
Carpet and Mats	(10)	(10)
Dash, Console, Interior Equipment	(20)	(20)
Door and Side Panels	(20)	(20)
Headliner and C Pillar trim	(10)	(10)
5: Trunk/Hatch -- Quality & Condition/OEM 80 Points		
Jack and Tools	(10)	(10)
Spare Wheel and Tire	(10)	(10)
Owners' Manual – Condition and Completeness	(20)	
Trunk Lining and Accessories (including C900 CV Boot Cover Bag)	(10)	(10)
		Total Judged Points _____
6: Deductions (See Complete Rules Sec. 6)		TOTAL _____

For Judges' Comments, see back of sheet.

9s

19

SAAB
CLUB
OF
NORTH
AMERICA

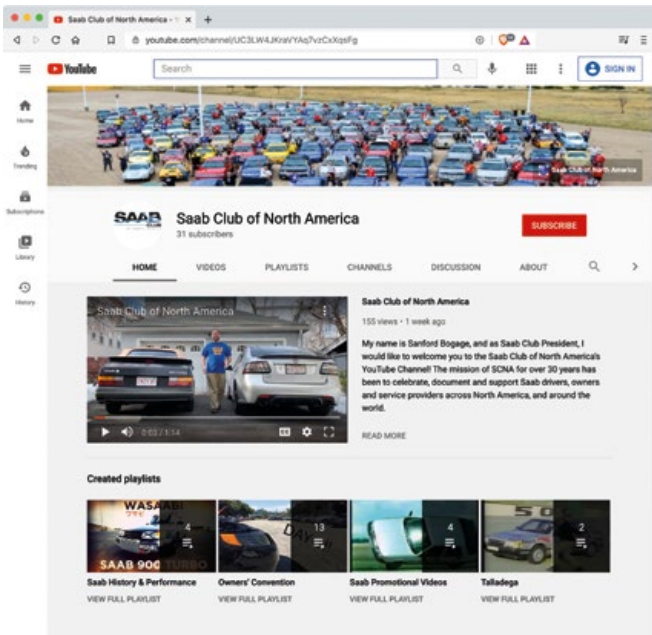
sweep of the car for quality/cleanliness. This was cumbersome “in the field” and so a change to have both categories on the same page was made. Later, the points were changed from “additions” to “deductions” making the sheets easier to score. The third change eliminated any “Curb Appeal.” A base C900 should be judged the same as a Talladega Red C900 SPG, for example, all things being equal. For a few years, a “Year Formula” was used to try to equalize older and new cars which competed in the same class. This was dropped after a few years. In 2008, the Concours Committee decided that a car must be at least 10 years old to compete in the Concours. The People’s Choice Competition was well established by then. In 2012, all Saabs became “classics,” so the rule was repealed as well.

Even for this year, 2021, as editing in Word® has become so much more user-friendly, a few minor changes to the language were made.

Over the years, there have been many Saab owners comment on the rules and many suggestions have resulted in what I consider to be the fairest rules yet. Enjoy the show! 🍷

BRUCE HARBISON is a long-time member of the Rocky Mountain Saab Club, and has for many years been a volunteer and judge for the Concours d'Saab at the annual convention.

SAABS ONLINE



Saab Services and Discounts

One important benefit of your SCNA membership is our service discount program. 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.

We welcome any additions or corrections, to 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 It has a very useful VIN lookup tool, owner’s manuals, even radio codes! It’s free with registration.

Clubs & Contacts

We have moved the old North American Saab Clubs and Contacts page onto our web site, and updated it. 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.

9s

20

SAAB
CLUB
OF
NORTH
AMERICA



SCNA on  YouTube

go to saabclub.com/youtube

SAAB CLUB INFO

9s and Nines Back Issues



A limited number of back issues and additional current issues of **9s** magazine are available at saabclub.com/nines

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 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 **9s**, 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 print it on your Nines address label for easy reference. Referral bonus only applies to new SCNA members.



Look! A Saab!

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

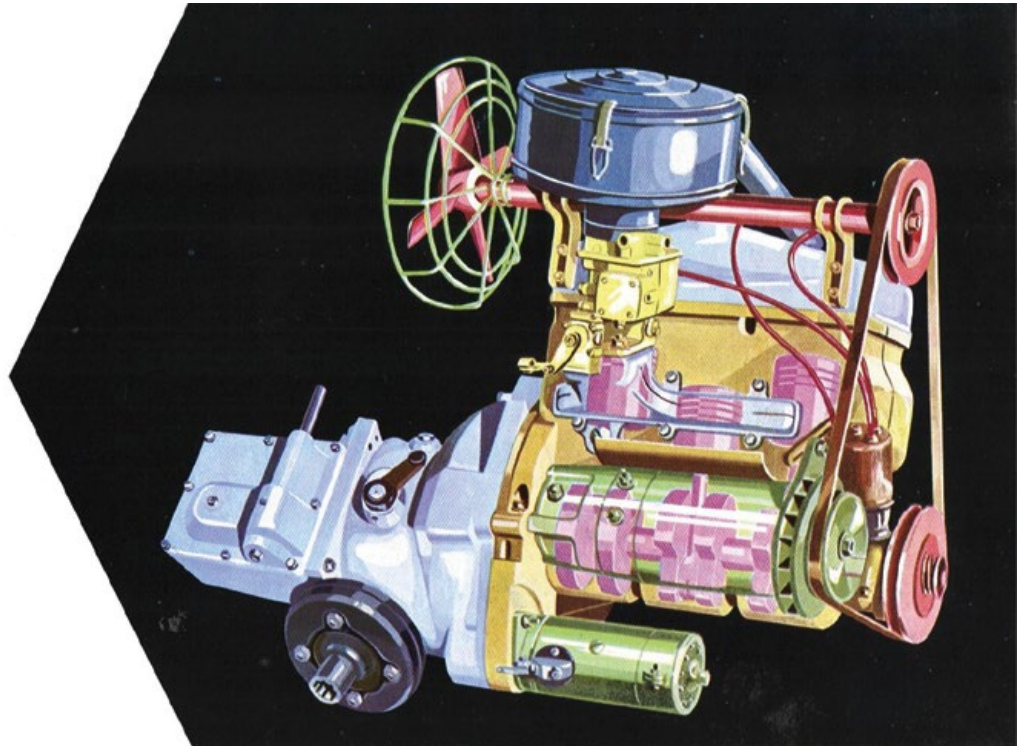
9s

21

SAAB
CLUB
OF
NORTH
AMERICA

SAAB+AIRCRAFT+ENGINES

BY BOB MILLER



9s

22

SAAB
CLUB
OF
NORTH
AMERICA

**Imagery is very
important to
advertising.**

We all know that SAAB is an aircraft manufacturer in Sweden; in fact, the first production SAAB, the model 92, followed the model 91, an aircraft design. SAAB was fully aware of the glamorous image that its aircraft heritage cast upon its line of automobiles and utilized it freely in its advertising. This was nothing unique to SAAB; Buicks, for example, had faux exhaust ports on the sides of its hood, mimicking the short exhaust stacks of a World War II fighter plane such as the P-51 Mustang. Many manufacturers had jet-shaped hood ornaments, sweeping tail fins to resemble the vertical stabilizers of aircraft, and/or tail lights shaped to conjure the image of jet exhausts. Oldsmobile offered the "Rocket" V-8 engine, and Chevy the "Ram-Jet Performance V-8." The '50s were called the "jet age." However, few of these car manufacturers had an actual connection to aircraft; they just wanted to borrow some of the glamor associated with airplanes. Imagery is very important to advertising. Another glamorous image with which car manufacturers like to be associated is racing. Unlike SAAB, Chevrolet never won the Monte Carlo Rally, but that didn't keep them from naming a model after it, the name still used to this day.

SAAB, by the way, was not the only manufacturer with an aircraft connection. In the U.S., the Franklin Automobile Company, founded 1902, built cars with air-cooled engines. Franklin, like many manufacturers, went bankrupt in 1934 during the Great Depression, but its light-weight aluminum air-cooled engines went on to be manufactured by Air Cooled Motors until 1975. I recently had the opportunity to fly a 1946 Bellanca Cruisair, equipped with a 150 HP

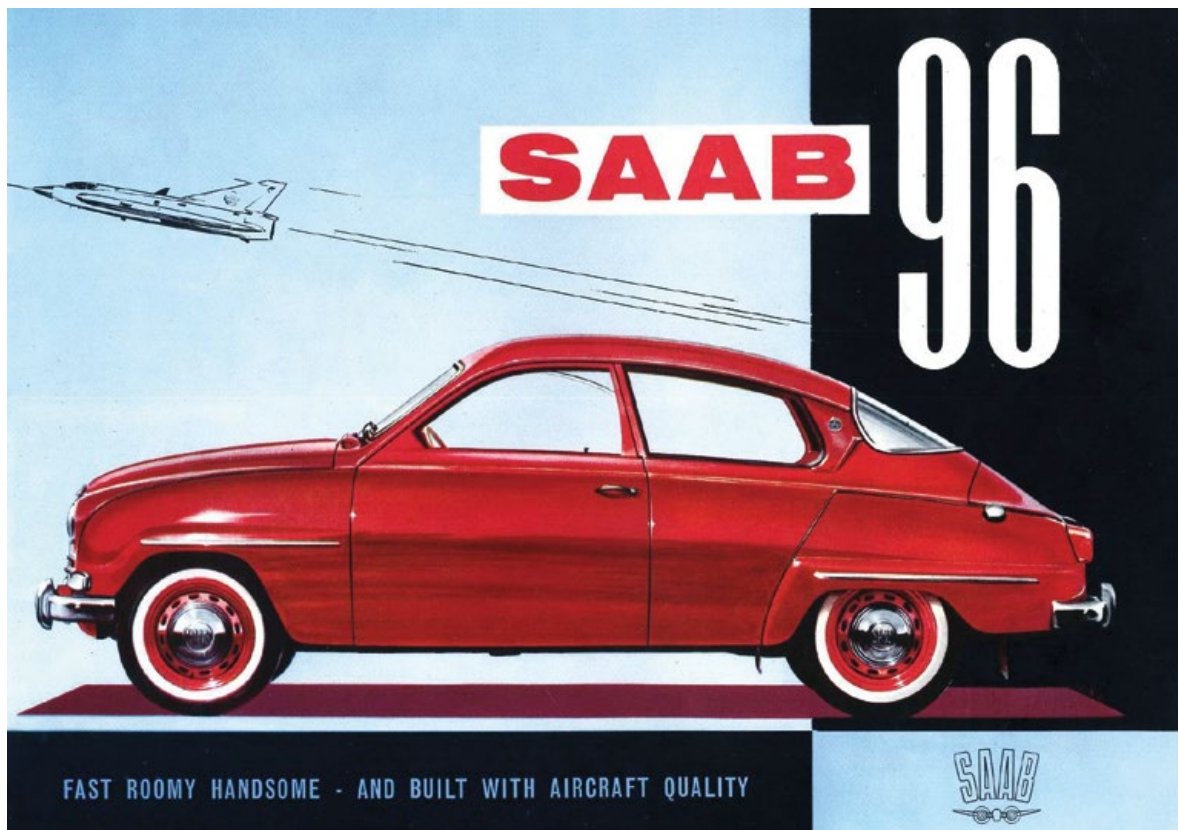
opposed 6-cylinder Franklin engine. There are many other aviation-connected automobile manufacturers as well; think of the Mitsubishi Zero of WW II and the current jets made by Piaggio (motor scooters) and Honda. And, we must not forget one of the best aircraft engines of WW II: the Rolls-Royce Merlin V-12, which powered the Hawker Hurricane, the Supermarine Spitfire, the Avro Lancaster, the de Havilland Mosquito, and, of course, later versions of the North American P-51 Mustang. Rolls-Royce turbofan engines power many current airliners.

Note, however, that Rolls-Royce did not manufacture an aircraft. Nor did aircraft manufacturers traditionally make their own engines, and SAAB was no exception. When the demand for aircraft diminished precipitously after WW II, SAAB opened an automobile division and looked around for a suitable engine, just as it would for its aircraft. The German manufacturer DKW (1928-1966) was the first volume-maker of front-wheel drive cars in Europe and had produced and marketed a car with a transverse-mounted 2-cylinder 2-stroke engine (and later came out with a 900 cc in-line 3-cylinder two-stroke). Sound familiar? It's no coincidence. One of the hallmarks of good engineering is to look at existing designs and then shamelessly copy them, hopefully with improvements. SAAB had no experience in engine

manufacture, but could not find another automobile company willing to supply its engines, so it copied the DKW designs, the transverse 2-cylinder going into the 92 and the in-line 3-cylinder into the later 93, 95, and 96. 2-stroke engines have very low parts counts and are relatively simple and inexpensive to make, compared to the more common 4-stroke designs. 2-strokes also make more power for the same size or weight, and start more easily in cold climates. When U.S. emissions regulations made the 2-stroke engine unmarketable, SAAB looked around again and found the German Ford V-4. Even when the model 99 came out, SAAB sourced the engine from English manufacturer Triumph. Refined by SAAB, this slant in-line 4-cylinder 4-stroke engine became the B engine in 1972 and then was further refined as the H (for high-compression) engine for 1981. Later SAABs inherited engines from General Motors.

So, one could make the argument that SAAB never designed any of its own engines, but rather copied or refined others' designs. Fair enough; Rolls-Royce never designed an airplane, either! 🇨🇷

BOB MILLER learned to drive in his father's 1966 Saab 2-stroke wagon and he has been driving it ever since. He loves to share his enthusiasm for Saabs.



ENDLESS MOUNTAIN JAMBOREE

BY AMY KLENE , PHOTOS BY SANFORD BOGAGE



9s

24

SAAB
CLUB
OF
NORTH
AMERICA

The 6th gathering of the Endless Mountain Vintage Saab Jamboree started with attendees arriving to perfect weather on Thursday afternoon thru Saturday June 12 at Don Snedeker's property near Clifford, Pennsylvania. A Californian was farthest attendee with other long haulers present from Kansas, Michigan, Ohio, Maine, New England, and Mid-Atlantic states. This year's 44 registered cars included double-digit vintage Saab models 93, 95, 96, 97 (Sonett), and 99s including two-stroke models. There were other Saabs that just provided transportation but did not register for judging including Saab 900s, 9000s, 9-3s, 9-5s and other later Saab models. An exact count was not performed but a good guesstimate of Saabs on site is over 50 Saabs. A noteworthy observation is that newer Saab owners attended that did not currently own a vintage Saab but that displayed interest in owning one along with a number of vintage Saab owners that also owned newer Saabs for show or regular transportation.

In addition to the regular restoration and tech questions discussed among attendees, some minor wrenching activities ensued. Additional, more lengthy "tech" sessions were conducted. Of note was a V4 95 wagon engine with stalling and engine/transmission engagement issues and a 93 two-stroke that has been raced but would not start.

Regular hotel accommodations were available; however, camping was permitted on-site with some noteworthy methods. A Saab 96 with a retractable roof and special option that provides folding seats to accommodate a person with sleeping bag/pad. The head was positioned in the front with the feet through a back seat access with other seats folded down. An interesting tent arrangement was set up beside and on-top of a truck that came complete with a wonderful evening harmonica serenade. This year a beautiful, hand-made, tear-drop trailer was pulled by a modified Sonett and driven from Kansas to Pennsylvania and



back. Previously the same tear-drop trailer journey was completed with a Saab 96 tow vehicle. In addition to specialized camping accommodations, regular tents, sleep in the back seat, and a truck camper hauling a trailer for vintage transportation were present.

On-site breakfast and lunch were provided by two local food trucks. After Friday evening's gathering some attendees convoyed to the local Bingham's Family Restaurant for good food and conversation. I highly recommend their homemade bread and pies.

Towards the end of Saturday's gathering, an auction of Saab items was conducted to help defray the Jamboree cost for the Snedekers, the event sponsor. Attendee voting was conducted on Saturday with awards presented for People's Choice, Best in Show, Diamond in the Rough, Most Original, and Most Modified with Honorable Mention for Longest Distance Traveled.

In conclusion, it was a great gathering with plenty of vehicles to admire and query about refurbishing techniques and parts sources. There was an abundance of helpful advice from folks with ways and methods to help the Saab legacy live on. 🍷

AMY KLENE enjoys the Saab lifestyle while living in Virginia.



RACING SAABS AT PUT-IN-BAY

BY TIM WINKER



Saab is a featured marque at 2021 Put-in-Bay Vintage Sports Car Races & Reunion

It could well be the largest gathering of vintage SAAB race cars ever in the United States. Saab is one of the featured marques for the 2021 Put-in-Bay Vintage Sports Car Races & Reunion, held on South Bass Island in Lake Erie, off the coast of Ohio. The other featured marques are Volvo, Volkswagen, and Turner, as well as H/Modified sports racers. Race cars powered by engines from those companies are also among the recognized historic competition machines.

As of this writing, over ten Saab racers are entered, including five Sonetts, two 93s, a Quantum Formula S, and a Jabro sports racer powered by a two-stroke Saab engine. Several are vintage racing veterans, but others will be making their first appearance on the vintage circuit. Several other owners of Saab race cars have been invited, but have not yet signed up.

Tom Cox and Ken Payne will be returning to Put-in-Bay with the Saab Sonett III and Saab 93F that they ran in 2019. In addition, they plan on bringing a Quantum Saab Formula S, a kit car originally intended for a single class similar to Formula Vee. Cox owns the Quantum and 93 and is the team manager, Payne is the driver and mechanic and owns the Sonett.

The father and son team of Mark and David School have entered a pair of Sonett IIIs. The two Sonetts have raced at Road America and other Midwest tracks, but this will be their first time at PIB.

Another newcomer to PIB is Stefan Vapaa, who races a Sonett V4 Spyder built many years ago by his father, George Vapaa. Vapaa will also race the one-of-a-kind Quantum Two H-Mod.

Driving an H/Mod Jabro with Saab power is Kurt Marquardt, another PIB veteran.

Tim Winker is planning to bring a pair of former ice racing cars, a 1960 Saab 93F and a 1969 Sonett V4. Both cars are currently undergoing re-construction to meet the requirements of modern vintage racing. The 93F was last raced at the 1977 St. Paul Winter Carnival Cup ice race, and took first in class with Winker at the wheel. It belonged to a friend at the time, but Winker was able to purchase it in 1991. It has spent most of the past 30 years in storage, but has had extensive work done in the past two years. The Sonett V4 was built and raced by Bill Lender of Minneapolis in the 1980s. Winker acquired it two years ago.

Sports car races were held at Put-in-Bay from 1952 to 1959, with a final race held in 1963. The event was revived as a vintage race for small bore cars in 2009.

The Sports Car Races & Reunion are scheduled for held Sept. 21-24, 2021. The 1.2 mile course utilizes the island's airport runways. The feature races will be on Thursday, Sept. 23. Spectators are welcome. 🍷

More details online at pibroadrace.com.

9s

26

SAAB
CLUB
OF
NORTH
AMERICA



JUST ANNOUNCED!

SAAB OWNERS' CONVENTION 2022

As you read this, you may already be attending SOC 2021, once again in Albany NY, our 38th Convention! We move around the continent from year to year – far and fast is the rule – to try to be fairly close to everyone at some point: 2016 in Georgia, 2017 in Southern California, 2018 in Maryland, 2019 in Colorado, (we won't talk about 2020), and 2021 back in the Northeast, where most of the Saabs live.

One of the perennial questions at the awards banquet on Saturday night is, "Where is next year's Convention?" Everyone needs to plan and a few try to lock in hotel reservations a year in advance. We try to announce at least a region by then, if not an exact venue and dates under contract, but this year we are fortunate to have both:

SOC 2022 will be a joint event with the **Saab Heritage Car Museum USA in Sturgis, South Dakota, July 21-23, 2022**. The event theme is not yet final, but 2022 is Saab's 75th anniversary. All the event functions will be at the Museum proper, with no single "convention hotel" as in recent years, though we may have discounted rates at several nearby hotels for SOC attendees, and camping is readily available. See saabconvention.com for more, and join the Saab Club of North America at saabclub.com/join and sign up for our mailing list to get updates.

We expect a large contingent from overseas in 2022: this is high season and the Black Hills region has so much to offer, everyone could easily plan a whole week around this. Come and enjoy driving your Saab in some of the most beautiful scenery around. 🇺🇸

saabconvention.com



is brought to you by...



SPORTS CAR SERVICE



3901 N. Market Street • Wilmington, DE 19802

Randy Friedley "The SAAB Guy"
Dan Deery Motor Co.



FUTURE EVENTS



Saab Owners' Convention Track Day 2021

July 15, 2021 10:00 am EDT
New York Safety Track
Harpersfield, NY
saabconvention.com



Saab Owners' Convention 2021

July 15-17, 2021
Albany, NY
saabconvention.com



12th Annual Wisconsin Saab Meet

July 17, 2021 12:00 pm-5:00 pm CDT
Mukwonago Park Picnic Area
milwaukeesaabclub.com



IntSaab2021

August 13-15, 2021
Himos, Finland
intsaab2021.com



Greater Detroit Saab Club Neat Meet

August 22, 2021 11:00 am CDT
Location: TBA
Greater Detroit Saab Club
facebook.com/groups/GreaterDetroitSaabClub



Put-in-Bay Sports Car Races

September 21-24, 2021
Put-in-Bay, Ohio
pibroadrace.com



Annual Talimena Scenic Byway Cruise

October 15-17, 2021
McAlester, OK
saabclubok@gmail.com

9s

29

SAAB
CLUB
OF
NORTH
AMERICA

Saab
Original

orio



saabparts.com

**EXCLUSIVE SUPPLIER OF SAAB
GENUINE PARTS AND AUTHORIZED
SERVICE CENTERS**

Find your closest official Saab service center
or book a recall/service for your Saab car

Your one-stop resource center for Saab:

- Book service appointments
- Find Official Service Centers
- Recall lookup and appts
- Affiliated Saab Parts resellers
- Register your Saab at MySaabCar
- Saab Reference Library
- Official Saab apparel

