



# Freewheel'n'



[www.nwsoc.org](http://www.nwsoc.org)

Northwest SAAB Owners Club



## Events Coming Up Around the Corner!

### Portland Vintage Racing Festival

**July 29-30**

Coming up quick! Fantastic racing action never disappoints, open pits, tons of fun!

**Parking for car club corral is by advance ticket sales only!**



See pg. 2 for details.

### Scanwest Customer Appreciation BBO

**Sat., August 12**

Smoke is in the air, and it's not a turbo smoking, either! Shine up your favorite Saab and come on by - Scanwest is cooking for you!



See pg. 2 for details.

### National SAAB Owners Convention

**August 17-20**

**Pomona, CA**

It's not too late to register for the nation's preeminent SAAB gathering, an easy 1,200 miles from Seattle!



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

### 40th LeMay Car Show at Marymount

**Sat., August 26**

**Tacoma**

Get this on your calendar - "only" 1,000 vintage vehicles! Details soon via email/ Facebook.

[www.lemaymarymount.org/39th-annual-lemay-car-show](http://www.lemaymarymount.org/39th-annual-lemay-car-show)

### Maryhill "Car is King" Weekend/Hill Climb

**October 7-8**

**Goldendale, WA**

We've been going back for nearly 15 years because Maryhill is awesome!



See pg. 2 for details.

## SAABers Gather at Griot's for Annual Meeting

Terrific turnout, and new board members and at-large volunteers step up to help steer the club

By Jon Kjaerulff

I am happy to report we had a very successful meeting at Griot's Garage in Tacoma on May 20. There was excellent attendance from both long-time members and a number of welcome new faces.

We managed to elect a slate of officers and fill our two open Board seats. We also came very close to filling all of our At-Large positions.

With this much energy, I am once again inspired and excited about the future of the club. Everyone who showed up wants to be involved and find ways to make events frequent and more convenient. Our challenge now is to



Don Goguen's Sonett and Jon Kjaerulff's Monte Carlo shine at Griot's Garage.

Photo: Jon Kjaerulff

capitalize on that energy and start making things happen! Following is a summary of what we covered:

**Board Members:** Kevin Strilcov, of Olympia, WA and Don Goguen, from Oregon City, OR were elected to the Board. Kevin, who will serve as Secretary, has been a club member for many years, and his wife Judy Berrian was a Board Member during our last two National Conventions. Don joined NWSOC

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## Northwest SAAB Owners Club Board of Directors

### OFFICERS

President: Jon Kjaerulff  
Vice President: Cliff Johannsen  
Secretary: Kevin Strilcov  
Treasurer: Robert Shick

### BOARD MEMBERS

Dan Morley  
Don Goguen  
Sean Tennis

**freewheel'n'** is the newsletter of the Northwest SAAB Owners Club, and is published about four times a year. Club membership is open to all, even those not fortunate enough to currently own a SAAB.

### Questions?

Jon Kjaerulff, NWSOC President  
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### [www.nwsoc.org](http://www.nwsoc.org)

Webmaster: Quinn Morley

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[SAABnewsletter@gmail.com](mailto:SAABnewsletter@gmail.com)

### NW SAAB Owners Club

P.O. Box 1685  
Gig Harbor, WA 98335

# Upcoming Event Details

## Portland Vintage Racing Festival



**What** Fantastic vintage racing, open pits, your fellow SAAB friends, tons of fun! Cars parked in the corrals (see important info below) can take a 1-1/2 parade lap during lunch.

**When** **July 29–30 (Sat–Sun)**

**Where** Portland International Raceway

**Details** \$45 a car for both days. **Tickets for the infield car club corrals are by advance sale only** (you can buy general admission tickets at the gate, however). Ticket are normally mailed, but because the event is coming up fast, have your tickets held at Will Call (white tent next to main gate).

**Tickets:** [www.tickettomato.com/event/4537/svra-portland-vintage-racing-festival-car-coral-2017#buy-tickets](http://www.tickettomato.com/event/4537/svra-portland-vintage-racing-festival-car-coral-2017#buy-tickets)

**Info:** [www.svra.com/events/2017-portland-vintage-racing-festival](http://www.svra.com/events/2017-portland-vintage-racing-festival)

## Scanwest Autosport Annual BBQ

**What** Scanwest throws a terrific customer appreciation BBQ every summer, and this year will be no exception! Complimentary burgers and hotdogs will be American but the cars will be Swedish. Mike D. will be performing engine tuning!

**When** **Saturday, August 12**

**Where** 9520 Greenwood Ave. N, Seattle 98103 | 206-789-2819

## Maryhill "Car is King" Weekend & Hill Climb



**What** NWSOC has been going to Maryhill for years because it's tons of fun! Saturday: classic car show, a drive on the historic Maryhill Loops Road, and more. Sunday's racin' day: vintage hill climb showcasing cars from the '30s to '60s.

**When** **October 7–8 (Sat–Sun)**

**Where** Goldendale, WA (about 4 hrs from Seattle, 2 hrs from Ptl.)

**Details** Keep an eye on Facebook and email for more information, coming soon. Mark your calendar, in the meantime!

**Info:** [www.maryhillmuseum.org/visit/calendar/programs](http://www.maryhillmuseum.org/visit/calendar/programs)

**Car show:** [www.goldendalemotorsports.org](http://www.goldendalemotorsports.org)

# Annual Meeting

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several years ago, after moving to Oregon from Southern California. He attends many club events, usually driving one of his gorgeous Sonett IIIs.

**Officers |** Our Officers are:  
*Jon Kjaerulff*, President;  
*Cliff Johannsen*, Vice-President;  
*Kevin Strilcov*, Secretary; and  
*Robert Shick*, Treasurer.

## At-Large:

**Webmaster |** *Quinn Morley* has taken on the role of Webmaster, and he is off to a great start, having already developed an excellent prototype website. Among other things, the new site will contain a feed from the club's Facebook page, and a members' forum. Quinn is working with outgoing Webmaster *Ray Kopczyński* to get the new site posted and the old one archived.



**Event Coordinator |** *Spike Allen*, of Portland, wasn't able to make it to Tacoma, but that didn't stop him from stepping up to organize the terrific events we get to enjoy. Providing assistance are *Jonathan Troike*, of Salem, OR and *Caleb Pang*, of Bellevue, WA, who will help develop and coordinate events in their respective home areas. Look for some cool ideas from them via Facebook, email and our website.

**Newsletter Editor |** *Hans Adomeit*, of Seattle, was unable to attend the meeting, but the fact that you're reading this newsletter is evidence that he's been busy "pushing words and pictures around a screen."

**Social Media Coordinator |** Board Member *Robert Shick* volunteered to take over this position, to help spread

the word about club happenings via Facebook and other social media sites.

So keep watching your e-mail, our website and Facebook as the new changes come online. And take advantage of this beautiful weather to get out and enjoy your SAAB! And in the spirit of the club, bring along some friends! 🚗



## Jon's Notepad

By Jon Kjaerulff

I performed a sad duty the other day, one I know you've also have had to perform in your life. I had very mixed emotions about it, and I spent a great deal of time deliberating. Agonizing, even. There was a very strong logical case to take the action, but an almost equally strong emotional case NOT to do it. It isn't something I did on a whim. I thought about it for months, and even after I had made my decision, I asked myself over and over if I had made the correct choice.

It was a question of doing the right thing. But right for and by whom was the dilemma. Whose interest should prevail; whose interest mattered the most? One course of action was satisfying, but some would argue selfish. The other course was more practical, and certainly more altruistic, but the outcome less certain. Also troublesome was the fear that once the decision was made and things were out of my hands, how could I be sure that the action promised would actually take place?

After the decision was made, and it was time to follow

through, the doubt still lingered. There was serious sadness at the end.

After 15 years of waiting to get started, I sold my 1959 SAAB 93B sunroof car. It was a basket case, but a loveable one. As is the case with all wrecks and fallen angels, it had great potential. I bought it from Paul Perry back in 2002, along with another 93B. It was all stripped out, but that made it easier to get started: half the work was already done. Someone had repainted it once, but the rust had come back, but, hey, it'd be easier to work on without the engine, transmission or all those interior components in the way.

I remember the day they arrived on the trailer. It was a cold and rainy day, but brightened by the prospect of potential. Not one, but two rare and exotic project cars that would be waiting to be restored to Glory. Except Glory didn't get the memo. I sold the black, non-sunroof car about 10 years ago, to someone who was in love with it and wanted to restore it. That was OK, because I still had the white, sunroof car. It was just a

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## ...Jon's Notepad

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matter of getting the time and having all the pieces together. Just a matter of time.

The good news is, she was stored inside for the 15 years of my stewardship, and under cover before that. I kept her parked in the barn, out of the weather, waiting for her reconstruction to begin. Waiting. And waiting. While she was waiting, I got married. I moved. I acquired other cars. I got busy at work. Other things came along. And still she waited. I kept telling her "Next year's the year." But it wasn't. I loved seeing her in the barn, and imagining how great she was going to be when I got around to restoring her. But I never did. She just kept sitting. And waiting.

So, a couple of years ago, someone on the East Coast called and said he'd heard I might have a 93 sunroof car, and would I be interested in selling it. No. He said he was looking for one to restore with his teenage daughter. Hmm... That's a good reason to buy a car – my dad helped me restore my first 96. I decided to see how serious he was, and asked for a ridiculously high price. He said yes. Crap! I was hoping to scare him off. So, I reluctantly moved forward. I drew up papers and he signed them. It was OK, though, because he didn't have room for the car at his place, and I said I'd be happy to keep it in the barn for a while. A while turned out to be a year and a half. But that was OK. I got to hold onto her for a while yet, and didn't have to let go of her. Yet.

It's funny how we bond with our cars, inanimate as they are supposed to be. I never knew this vehicle in any state other than as a rolling project with faded paint and most of her insides missing. But I fell in love with her. I fell in love with what she had been and what I believed she one day could be again. I was worried about sending this car, built for the snows and cold of Sweden, across the United States on an open transport trailer in anything but the nicest weather. Like an old and frail dowager, I didn't want her to get damp or chilled.

So, last month, the transporter arrived, and it was time to say goodbye. I took her to the appointed time and place, and the nice truck driver was waiting. He was there with his wife, and they observed the moment with quiet dignity. They'd never seen such a car before, but they knew they were in the presence of something special. That's the kind of car she is. The rest of the load was going to be made up of cars you see every day and never notice. Cars bought and sold at auction, cars with a few good years left before going to the scrapper. But not this one. They promised to take special care of her, and they did.

**It's funny how we bond with our cars, inanimate as they are supposed to be. I never knew this vehicle in any state other than as a rolling project with faded paint and most of her insides missing.**

About a week later I heard from the purchaser that she'd arrived safe and sound. I was glad to hear it. I'd been worried. He said he wasn't going to get to her right away; he had some other projects to get to first. I got worried again. I hope he does the right thing by her, but it's out of my hands now. That's what happens when you sell a car.

I would have loved to keep her, but after 15 years, and with a bunch of other projects in the hopper, I had to ask myself just how many more years before I would get to her. Not hopefully, but realistically. Objectively. At some point I might have actually gotten around to it, or I might have moved her outside and put a tarp over her. And over time

the tarp would start to deteriorate. But not enough to where I'd have to look at her. Out of sight, it's easier to tell yourself you'll get around to it one of these days.

On the other hand, I honestly hope I passed her on to someone who has more time than I do. I hope he'll have the motivation to get started and have her on the road before his teenage daughter becomes a forty-something mom with teenagers of her own.

Meanwhile, no new SAAB has hit the road for 7 years now. They're becoming a rare and endangered species. Many people have never even heard of SAAB, much less seen one. I'd like save all the remaining SAABs and keep them on the road forever, but I can't. The cars I have, I hope I can take good care of. But what about the ones we don't have room for, or the time or money to take shelter? Lacking unlimited time, resources and storage space, I think the best thing we can do is tell people about SAABs, and our own personal SAAB afflictions. Let people know why they are special. Why they should care. Why, if they own one, they should take good care of it, or pass it along to someone who will.

A 1959 SAAB 93B sunroof car is a truly rare thing to see. But it won't be long before Aunt Millie, the folks at work, or even the people at the mall won't recognize your favorite SAAB, be it from the '60s or the 2000s. Let's keep them around and keep them running as long as we can, even if it means turning them over to someone else. It's the right thing to do. I think.

Keep on SAABn'

Jon Kjaerulff  
President  
Northwest SAAB Owners Club

## Back in the Day

A look at SAAB history through its marketing, images, iconic cars, and iconic drivers

By <Your Name Here!>



Don't roll over!  
Don't roll over!

If you've been hoarding old photos, illustrations, articles, or any other SAAB-related photographic and written history, then this space is for you! Here we'd like to showcase an interesting photo, magazine ad or the like, along with some written context and your perspective.

Got a favorite photo of Erik on the roof? Remember the ad announcing the first 16-valve 900 Turbo, with a photo of a car literally flying through the air? Hated the "Find Your Own Road" ad campaign? Loved it?

Your friends and family may tune you out a bit when you share cool old SAAB

Contribute to the newsletter!  
Would you dominate SAAB Trivial Pursuit, if it existed?  
Share a bit of your encyclopedic knowledge of SAAB history here!

history with them, but here in the newsletter, you've got a devoted, attentive audience!

No need to fill this entire page – short and sweet is fine – but if you've got a lot of interesting stuff to say and/or a series of related images, we've got the space for you!

Get in touch with Jon or Hans to share your encyclopedic knowledge of SAAB history with the club! 🚗

# Event Photos

Look at the pretty pictures!

Photos by Hans Adomeit



*A lovely 900 Turbo convertible.*

Contribute to the newsletter!  
SAABs are photogenic!  
Express your inner Ansel Adams, famous SAAB lover [not true -Ed.], and share your event photos here!



*The coolest pickup truck of all time?*



*Two-stroke Sonetts don't grow on trees, you know.*



*A sharp 900 Aero with a kazillion miles [Ed. can't recall exact number].*



*96 rally car, perfect for weekend drives on country roads.*



*A SAAB fan focuses on an unusual addition to an '85 900 Turbo grille.*

# Member Spotlight!

Britt Johansson and her favorite 96



**NWSOC member since:** 2010

**First SAAB owned:** 1963 95

**Other SAABS owned:**  
1972 99 | 2005 95 Aero wagon

**About this car:** My husband and I bought this car new in Malmo. It's got about 250,000 miles on it and has been to ten countries.

**My SAAB story:** Our '62 Volvo PV544 threw a rod. We've been driving SAABS ever since.

*This is not an actual NWSOC club member – this is Britt, former '60s SAAB model. If she lived in the PNW, she'd be an NWSOC member, and you'd be reading a bit about her and her 96 here. [Britt is not her real name; I have no idea what her name is. Britt Johansson seems fitting, yes? –Ed.]*

## Tech Tip

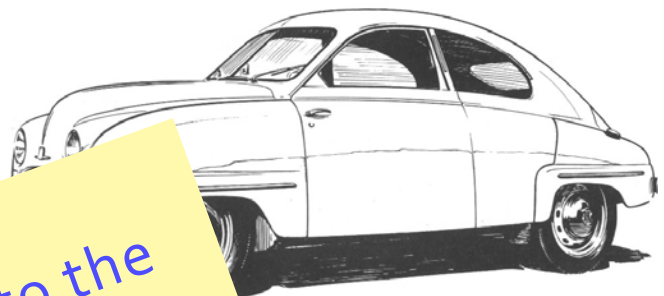
This is a description of a clever tech tip

By <Your Name Here!>

Just as SAABs were cleverly engineered, so, too, are the ways in which their owners have figured out how to restore, repair, and find parts for them. Share your experience, knowledge and ingenuity with the club, from simple, quick tips to extended descriptions of complex procedures.

Contribute to the newsletter!

Share your clever repair and restoration tips and tricks here!



This is a caption. This is a caption.  
This is a caption. This is a caption.

# This Space Available for You!

Help fill the pages of the recently rebooted NWSOC newsletter

By Hans Adomeit



*"I'm headed home to write a great article for the NWSOC newsletter – you'll love it!"*



*"The next Macklemore hit is about why SAAB got rid of the goo gearbox drain plug – gonna put the lyrics in the NWSOC newsletter."*



*"The car wash can wait – I've got to write a tech tip on making a rear-main-seal driver with a plastic pipe cap from Home Depot."*

The "placeholder" pages in this newsletter are an empty hatchback, back seat folded down, waiting for you to load it up with content for future issues. Then again, a SAAB hatchback is a pretty big space to fill, and this is a modest little car club newsletter, not the Sunday edition of the New York Times (before the Internet). So think of the placeholder pages as a glove box instead.

A great thing about the NWSOC is that there are so many members who have tremendous experience with, knowledge about and passion for the marque. Except for a couple years with a Volvo 245, I've owned nothing but SAABs for 30+ years, but I'll bet many of you have ownership streaks that make mine pale in comparison.

Or maybe you're new to SAABs, perhaps not even discovering them until after the assembly lines ground to a halt for good. You're into turbos and Trionic, and don't know the difference between a 95 and a 95. Your 5-year fascination is just as interesting as a 50-year affair.

In other words, all of you have great information and stories to share with the club. We'd like to gather a bunch of them ahead of time, to avoid the stress of deadlines, and include several of them in each issue. Can you help fill the glove box?

## Newsletter articles we're looking for (plus great ideas you've got!)

- » **Recap of club events**
  - Unusual story
- » **Brief "Member Spotlight"**
  - Your favorite SAAB
  - Photo, with you in it!
  - Year, trim, mileage, years owned
  - A couple cool facts
  - Why it's awesome
  - Years in the club
  - Number of Saabs owned (past and present)
  - Several sentences responding to the question, "Why Saab?" What's your history with the marque, first introduction, first purchase, subsequent experience, etc.
- » **Member profiles**
  - Restoration story
  - High-miler
  - Rare car
  - A driving adventure
- » **Tech tips and tricks**, tracking down parts, and restoration or maintenance
- » **SAAB history**, e.g., things that shaped the brand and resonated with owners, e.g., rally legacy, turbocharging, appearance in movies/TV
- » **Saab in the media**: an old photo or advertisement, with text to put it in historical context, describe market conditions, success/failure of the ad campaign, impact of the image (e.g., Erik on the Roof), etc.
- » **"Parked Next to My Saab,"** i.e., a brief spotlight on members' interesting non-SAABs; similar to club member spotlight above, but include a "compare and contrast" to SAAB)

Contact us with questions and to sign up, and thank you!

Jon: jonkjaerulff@gmail.com | Hans: SAABnewsletter@gmail.com





# Good Buys

## 1969 96 – taking offers | Pat Paull – PPaull@ncpowersystems.com or 206-510-8006

In-progress restoration. Most serious problems are the floor, I started doing repairs, but not finished. Some floor repairs have been done: replacement floor part I made, and doubled the tunnel crack/rot. The glass is good, I have pretty much every part of the car except a real good set of lenses, and many spares including one trans. And none of the fuel tanks I have are useable. After running the engine, which has had an overhaul to some degree, full set of brgs, including balance shaft. Rings, rebuilt heads w/stainless valves & stelite seats, etc. I did determine the trans sounds as if the ft bearing is howling, I rebuilt it several years ago with Dana racing ring & pinion (they were cheaper than stock, 1 less tooth ea gear). The fenders are off, 1 ft is NOS. Lots of new brake parts. I would need to do some work to make it rollable.

## 1985 900 Turbo – \$2,300 | Dan Comden – dan85saab@gmail.com

Well set up for Time Speed Distance rallying, a joy to drive. Won 2WD class in 2008 Alcan 5000 (ok, it was the only 2WD) and has successfully completed events in BC, WA, OR and CA for the last 12 years.

Photos: [www.flickr.com/photos/dcomden/sets/72157594265267738/with/2519204883/](http://www.flickr.com/photos/dcomden/sets/72157594265267738/with/2519204883/)

Engine is stock; Scanwest-rebuilt trans with **very rare Quaife limited slip diff.** **SPG springs** with plastic spacers to increase ride height; **Bilstein HDs**; **reinforced lower A-arms**; **full skid plate**; **engine wiring harness replaced**; **E-code headlamps**; aux. driving lights; two odo. sensors (rear wheels); wiring for HAM radio. Motorized sunroof added, rear sway bar, and more.



### COSMETICS

Clearcoat on hatch has been failing since before car was acquired in 2005. Some small bubbles on door skins and above windshield. Slight surface rust in other areas but nothing structural, including driveline tunnels. Cracked dash, covered in patches of velcro for various TSD rally equipment. Headliner in good shape. Front seats are not original and are mismatched. OE rubber floor mats are worn but serviceable. Most decals have been removed from the body.

### ANCILLARY SYSTEMS

A/C is removed; aftermarket stereo/speakers; power antenna, central locking, windows and sunroof operate properly; power mirrors replaced with manuals. 9000 alternator. Temp gauge for trans oil in place after LSD installation; auto transmission cooler parts in hand, but not installed.

### SPARES

Comes with set of good mounted snow tires as well as a set of well-used gravel tires.

**Many new and used spare parts included, more than will actually fit in the car.**

Available at additional cost: Timewise 798A rally computer, ICOM IC-2100H 2m amateur radio.