

Freewheeln'



The Northwest SAAB Owners Club Newsletter

Nov 2009

Road Trip: How I drove two weeks and 4,000 miles in a 35 year old Saab

by Dan Morley

I think Ray has covered the caravan journey to the SOC in Colorado pretty well. I would like to share some details of my journey home from the SOC; traveling solo in my 1975 Saab 99. Several years ago I converted my 99 from fuel injection to dual Weber DCOE side draft carburetors. I live at sea level and had made one jet adjustment prior to arriving at Copper Mountain. We had gone over one 11,000 foot high pass prior to arriving at the SOC.

Sunday morning, August 16th, was the end of another great SOC. I left my room at 7:30, headed to breakfast and dropped off the first load of stuff to the car in preparation of leaving Copper Mountain and beginning the trip home. Was I ever surprised to find a heavy frost on the car as it was still the middle of August! We were however at 9,700 feet elevation. It was to be a very scenic 300 mile drive through the Colorado Rocky Mountains. Leaving Copper Mountain and headed toward Durango, I hit another 11,000 foot pass and realized that the carbs needed yet another tweak. I stopped in Leadville, which at 10,000 feet+ is the highest incorporated town in the US, and went down one more main jet size.

I spent Monday riding on the Durango Silverton steam train. It is a 3 1/2 hour ride with a 2 hour lay over in Silverton and a 3 1/2 hour return. Very scenic and enjoyable trip. That night I drove a short distance to Cortez, Colorado.

Tuesday morning at 8:30 I entered Mesa Verde National park where the Pueblo cliff dwellings are. These date from 1200 AD and this park was the most impressive of the four national parks I visited on the trip. I left Mesa Verde around 1:00 and headed for the Grand Canyon. This route took me through "4 corners" the only spot where 4 states touch. Colorado, New Mexico, Arizona and Utah. I had a long drive but by 8:30 PM I was 34 miles north of the north rim of the canyon and was as close to the park as I felt I could get.

Wednesday morning at 8:30 I entered the north rim of Grand Canyon National Park. Great views here, some a bit hazy as there were some forest fires burning across the canyon and there had been some recent fires by the parks roads. Many do not realize the altitude of the rim of the Grand Canyon. One of the scenic overlooks was at 8,800 feet. It was after leaving the Grand Canyon that I began to re-jet the carburetors for the more normal lower altitudes for my car. Next stop was Zion National Park where I stayed until dusk. I then started the trip home to Washington state. I drove several hours and spent the night in Beaver, Utah.

Thursday was just a driving day spent on the freeways of Utah and Idaho. Some of the Utah freeways had speed limits of 85 MPH. My plan was to make it to Ontario, Oregon for the night which was 590 miles to the north. This made for a long day and temperatures were in the 90s and no AC, but I made it and by doing this it left a more pleasant drive for Friday. This was one of the few times of this trip that was spent on freeways and going through big cities.

Friday was a 300 mile drive through the mountains of central Oregon from Ontario to Salem Oregon by way of Hwy 26 and through John Day country. This was much more scenic and cooler than Thursdays drive.

Saturday morning was spent at Antique Powerland just north of Salem at a very large truck show. This annual show is mainly antique commercial trucks, but also has a display of modern working trucks. After spending the morning looking at all the trucks I headed home on I-5.

So, 4,000 miles through 8 states and 4 National Parks and 700 pictures I arrived home Saturday night. No break downs or speeding tickets. We live in a beautiful country and I can't imagine a better way to see it than by a road trip in a Saab.

See photos of Dan's trip inside the newsletter!



Northwest SAAB Owners Club Board of Directors

OFFICERS

President: Dan Morley
Vice President: Ray Kopczynski
Secretary: Pat Kopczynski
Treasurer: Jon Kjaerulff

DIRECTORS:

Louise Warren Sean Tennis
Jesse Parkerton Phil Lacefield Jr.

freewheel'n

is the newsletter for the paid Northwest SAAB Owners Club members, and is mailed about 4 times a year.

Membership in the Northwest SAAB Owners club is open to all, even those not fortunate enough to currently own a SAAB.

Dues are \$10 per year, and can be made by PayPal or check to:

NW SAAB Owners Club
P.O. Box 1685
Gig Harbor, WA 98335

Questions?
Dan Morley
NWSOC President
(253) 858-1615 or president@nwsoc.org

Website: www.nwsoc.org
WebMaster: Ray Kopczynski
Email/PayPal: webmaster@nwsoc.org

Newsletter: Calye Lacefield
email: chainmailgirl@gmail.com

DAN'S NOTEPAD

New Role Encourages Member Responsibility

I feel that it is time for me to move on from the leadership role of President. As you all know I live a pretty busy life already and need to spend the next several years focused toward my retirement which should come in the next 1 1/2 to 3 1/2 years. I feel that more should be done to grow the club and I can't give any more than what I have been. I will stay on until the annual meeting in May which I plan on hosting here at our home. I would like to stay on as a board member and perhaps as an Event Coordinator.

Jerry Danner was speaking at the recent Saab Owners Convention about the Rocky Mountain Saab Club. He stated that they drank a lot of beer at their meetings. I don't know if that's what's lacking with our club or not, but it seems to work well for the Rocky Mountain club..

If I am to stay on in the role of Event Coordinator I would like to talk about expectations.

Event Coordinator Expectations: Whoever holds this position should organize events and provide necessary information to club members and others in a timely manner through the club newsletter, website or email. The coordinator may need to request RSVPs if the number of cars or people attending is needed. This is generally the case when the club partakes in car shows hosted by other clubs or organizations. Also it is the event coordinator who usually arrives at events early to reserve and hold parking spaces so our cars can be displayed together as a group. If unable to attend an event a designee should be appointed.

Expectations of Club Members: If one has submitted an RSVP to attend an event they should arrive by the designated time and stay when ever possible until the event is over. Cars to be displayed need not be concours quality but should be washed and worthy of public display. Remember that if you are a no show and the club has held a spot for you the event organizers will not look down on you, but may look down on the Saab club for wasting spots and in the future may not allow the club to hold and save spots.



NWSOC 2010 EVENT LIST

Here's a look at NWSOC events for 2010. Check future newsletters and www.nwsoc.org for any updates or changes to the schedule. Club events are a great way to meet other club members, oogle shiny Saabs, and find people with parts for your project car! Also, it's a good way to see things in the Northwest that you might otherwise overlook.

JANUARY

January 9 - Let's celebrate Saabs aircraft heritage with a visit to the Museum of Flight in Seattle.

We have arranged a group tour with group pricing. The tour will be of the Great Gallery and the Red Barn and will last around an hour. After the tour we will have lunch in the museum's Wings Cafe and after lunch it's time to explore more museum exhibits such as the Concorde and Air Force One which are parked outside in the museum's airpark. There also is a Personal Courage wing and Space exhibits to view.

The museum is open from 10:00 to 5:00 and the airpark closes at 3:30. I recommend arriving early to get started on all the sights this world class museum has to offer. When you enter the museum stop at the front desk and state that you are with the Northwest Saab Owners Club and you will be asked to pay \$13.00 cash per adult for the museum admission.

Please note that CASH will be required in order for us to get the group pricing. The guided portion of the tour will start from the front desk at 11:00, if you arrive early please return to the front desk for the tour at 11:00.

Museum of Flight
9404 East Marginal Way S.
Seattle, WA 98108-4097
Phone: 206.764.5720
www.museumofflight.org/

FEBRUARY

February 14 - Swedish Car Cruise-in. XXX Drive In, Issaquah, WA. 10am-3pm

One of two XXX Drive-In's remaining in the US. Join us for Swedish fun and delicious burgers, fries and their famous root beer served in jumbo frosty mugs. The weather is either gorgeous or rainy, take your chances and have a great time either way!

XXX Drive-In
98 NE Gilman Blvd
Issaquah, WA 98027-2529
(425) 392-1266
www.triplexrootbeer.com

APRIL

April 10 - Paccar Test Center Open House. Mt Vernon, WA.
<http://www.paccar.com/>

April 18 - Raindrop Rally. Location TBA.

April 25 - Nordic Heritage Museum 1st Swedish Car Show
Ballard, WA

3014 NW 67th Street
Seattle, WA 98117
www.nordicmuseum.org

MAY

May 22 - NWSOC Annual meeting and picnic at the Morley's. Gig Harbor, WA.

JUNE

June 5 - Swedish Day Saab and Volvo Car Show at the Swedish Cultural Center, Seattle.

June 19 - NWSOC meeting, LeMay Museum, Spanaway, WA

June 26 - Greenwood Car Show, Seattle, WA.

JULY

July 10-11 - Portland Historic Races. PIR Portland, OR.

July 22-25 - Saab Owners Convention, Aurora, OH

July 31 - Antique Powerland Steam-up Car Show. Brooks, OR.

AUGUST

Aug 8 - The Cruz Car Show. Port Orchard, WA.

August 28 - LeMay Open House. Spanaway, WA.

OCTOBER

Oct 2-3 - Maryhill Car Show and Hillclimb Race. Goldendale, WA.

Oct 9 - Scandinavian Heritage Festival. Puyallup Fair Grounds, Puyallup, WA.

*Have an idea for a club event? Submit your idea to Dan:
president@nwsoc.org*

NWSOC SOC 2009 CARAVAN

by Ray Kopczynski

There are way too many good things to write about concerning club members and their caravan to Copper Mountain, CO in August for the 2009 Saab Owners Convention. Suffice to say that it was the culmination of lots of planning, some happenings en route, and a few surprises at the convention.

It all started as planned when those of us participating met in Bend for an overnight to head out via the map we had laid out on the club web site. In addition to 5 Saabs, we also had Cliff Johannsen towing a 24' enclosed car carrier with his Sonett race car inside, and two club members driving a VW – because their Saab had mechanical issues right before the trek. As Cliff and his rig were ostensibly slower than the rest of us, he would leave earlier to allow for that – so most of the time he was not “with” the caravan. One time, he met us just before lunch and good thing too! More on that in a second...

While pulling into Lakeview, OR for our lunch stop, I heard a major “screech” from the rear of my 96. Turns out that a bearing had seized on the little trailer I was towing. Discussion and a trip to the local NAPA ensued. They didn't have the parts we needed, but the NAPA store in Winnemucca, NV – did – and that was our overnight stop. Well and good, but what do we do with the trailer? Tada! Cliff to the rescue with his car-hauler. He offered that we could simply load the trailer into his rig with his Sonett and we could offload/repair in Winnemucca. Cool! We did – and I learned the intricacies of “smooshing” grease into the bearings as needed as we replaced them. (We replaced both sets on both wheels to be safe.)

From there we headed towards Salt Lake City, and a couple of folks dropped off to see the Bonneville Salt Flats where the annual hi-speed trials were happening. After overnight in Salt Lake City, we headed south to Moab and Arches National Monument. John Collins gave a “tour” and all had a great time. After we pulled into Grand Junction, CO in the evening, some of us made some minor altitude adjustments for our engines as we were now going from about 5,000' at Grand Junction, to over 10,000' at Copper Mountain. My V4 96 towing a small trailer was doing quite well – until we hit a couple of high-passes en route. The last long stretch to Vail (10,600') did require my use of the heater to keep the engine cool, and, even in third gear; I was only able to get 48 mph – max! Having said that, I was still passing some trucks. We all pulled into Copper Mountain on Thursday afternoon in a slight drizzle.

The convention itself?! Wow! It was three full days of everything you could ask for in a Saab convention! The weather was a tad uncooperative as it was drizzling about 40% of the time. The sun did come out at several key instances – including the group photo-shoot of 162 Saabs. Sunday morning was 28 degrees and heavy frost! A new wrinkle was added for this SOC – a live auction of Saabs and parts – including via the Internet. For a first attempt, it came off admirably well. Several of the Saabs did not meet the minimum bids and a couple Saabs were “stolen such as the Rocky Mountain Saab Club's fully restored 1974 Sonett III for \$2000. In the lineup of cars for showing and judging, the Saab 99s were inadvertently left out – so the organizers mixed them in with the GM Heritage Collection of Saabs. I can think of worse places to be!

As before, SAAB USA, provided a large quantity of NOS parts to sell cheap! Huge crowds basically stripped the place in the first day it was open; there were great deals. Basically there was nothing for vintage folks, but we had our chances at the auction and via the parts-vendors in another area of the convention. Yes – I did come away with some great parts and a restored 1970 Saab 96 by the name of “Laura.”

Based on my seeing the RMSC 1970 Saab 96 “Laura” showing at our Crystal Mountain convention in 2004, I'd been planning ever since to acquire her for my wife Pat. The opportunity presented itself earlier this year, and I made it happen at the convention banquet. It came as a total surprise to her (and to 99% of other folks there) when Tom Nelson of RMSC presented her the keys on stage at the main banquet. If you get Vintage Views via VSCNA, in the most recent issue, you will find a long article about my process to get Laura for Pat.

The end of the convention on Sunday had the NWSOC folks all heading home in different directions. Some headed north, some south, and some by quickest, most direct route. When Pat & I stopped for lunch, gas, overnight, etc., we had many comments about our mini-caravan of identical 1970 Saab 96s. We ran 2550+ miles in my 1970 Saab 96 averaging 30.6 mpg – even with the roof rack and little trailer. “Laura” came back ~1250 miles and got 28.5 mpg.

See photos from the caravan to and Dan's journey home from the SOC on the next page!

NWSOC SOC 2009 TRAVEL PHOTOS



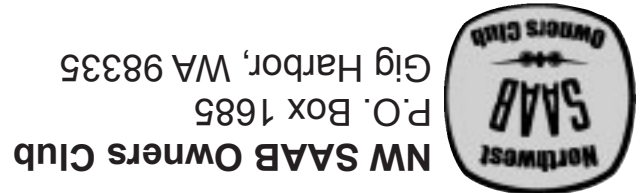
photos by Dan Morley
and Ray Kopczynski



Seeking Contributions/next issue:

Have a Saab tale, event experience, or photos to share? Please submit articles and photos via e-mail to Calye or Dan.

«First Name» «Last Name»
«Address»
«City» «State» «Zip» «Country»



GOOD BUYS

For Sale: 2 good used headliners for base model C900 4 doors with out sunroofs, \$40.00 each. I still have some alloy and steel wheels cheap for snow tires or replacement for most older Saabs. Lots of 96 brake drums.

Dan Morley 253 858 1615 blue69sonett@yahoo.com

For Sale: Saab '96, This Saab was stored in Southern Calif. recently shipped to WA. Spare short block and many other parts. Needs interior restoration. Body and paint are in great shape, except for dent in left rear quarter panel. Engine and transmission have about 1000 miles. Needs tires. \$3,500.00 or make offer. See photos on my craigslist ad: <http://seattle.craigslist.org/see/cto/996115881.html>

Tony Buchbinder 206 276-0977 webmaster@allmatt.com

Wanted: 1990 SPG front seatbelt female receptacle(s). Only compatible with any 1990 c900, not any other year.

Calye Lacefield: 425-679-1173 or calye@lacefield.com