

Saab Cars North America Heritage Vehicle Collection



2/3/2012

TERMS OF SALE

- The Saab Heritage Collection described below will be sold as a single lot of 10 vehicles.
- All vehicles will be sold to the highest bidder by Saab Cars North America, Inc. (“SCNA”) “as is/where is” in Sterling Heights, Michigan, without titles. The successful bidder will have the opportunity to inspect the vehicles.
- SCNA will issue a “Bill of Sale” to the successful buyer upon entry of a Court Order confirming the sale.
- Bids should be submitted to the attention of Dennis McTevia by email at dmctevia@mcteviallc.com accompanied by a 25% cash deposit to Saab Cars North America, Inc. The cash deposit should be wired to:

Bank: Comerica Bank
One Woodward Avenue
Detroit, Michigan 48226

ABA No: 072000096

Credit To: Saab Cars North America, Inc.
Heritage Vehicle Deposit Account
McTevia & Associates, LLC

Account No: 1852854924

- The deadline for submission of bids is Friday, February 10, 2012, at 12:00 Noon EST.
- The successful bidder will be notified no later than Friday, February 10, 2012, at 5:00 p.m. EST. The successful bidder and/or its agent will then have the option of conducting a physical inspection of the Heritage Collection by appointment no later than 5:00 p.m. EST Wednesday, February 15, 2012, which is the deadline for the payment of the remaining 75% balance from the successful bidder.
- In the event the successful bidder declines to proceed, its 25% cash deposit will be returned and the next highest bidder will be notified.
- Promptly after the Court’s confirmation of the sale to the successful bidder, the buyer will be responsible for storage and transportation.

1952 Saab 92 - SOLD TO SAAB

2 Door Sedan Front Wheel Drive 2 Cyl/2 Cycle

WHEELBASE: 97 inches

WEIGHT: 1775 lbs.

ENGINE: 2 cylinder (transverse mounted); 2-stroke;
764cc; 25hp @3800 rpm

TRANSMISSION: 3 speed manual transaxle (front
wheel drive)

Saab, an acronym for the Swedish aircraft maker Svenska Aeroplan AktieBolaget, developed a strategy to build production automobiles as the answer to converting their military aircraft capacity to peacetime production at the conclusion of WWII. Often described as an airplane without wings, the Model 92 (earlier model designations belonged to Saab aircraft) was created as a rugged, low cost car designed to conquer the rough and wintry Swedish roads of the time.

Reflecting its aircraft heritage, the Model 92 utilized a monocoque one-piece body/frame structure, yielding light weight and great strength (safety). Its front wheel drive not only delivered good traction on snow, but also a flat floor and roomy interior.

Produced from 1949 to 1955, the Saab 92 exemplifies the innovation and design that are the icons of the Saab brand.



1952 Saab 92
01837

Saab did not officially start its automotive business in the United States until 1956. Therefore SAAB Cars North America is fortunate to have this 1952 model 92 (serial number 1837) as part of its Michigan based Heritage Collection.

YS3000000000001837

Green

1952 Saab 92 2dr Sedan

VIN: YS3000000000001837



Mileage: 89,220

1952 Saab 92 2dr Sedan

VIN: YS3000000000001837



1952 Saab 92 2dr Sedan

VIN: YS3000000000001837



1956 Saab Sonett I - SOLD TO SAAB

Fiberglass Roadster Right Dr. 3 Cyl/2 Cycle

Sonett, is a name derived from the Swedish slang expression *Så nött den är* ("how neat it is", or more literally "so neat they are").

The Saab Sonett prototype was actually built in a barn on a very low budget (\$10K USD today). It was also called the Super Sport or Saab 94 and introduced on 16 March 1956 at Stockholm's *Bilsalong* (motor show). Boasting a three-cylinder 748 cc two-stroke engine generating 57.5 horsepower and a 154 lb aluminum box-style chassis from Swedish designer Sixten Sason, the Sonett I was an advanced low-weight 1,323 lb racer based on aircraft design concepts.

With a projected top speed of 120 mph, the Sonett I had the prospect of success on the European race circuit, and a production run of 2,000 units was planned for 1957. However, race competition rules changed, permitting modified production cars into race classes that Saab had envisioned for its purpose-built Sonett, and the economic and marketing viability of the project faded.



1956 Saab Sonett I (Orange)
00000002

Only six Sonett I vehicles were made, between 1955 and early 1957. The original prototype, known as "#1" and built with a manually crafted Glassfiber-Reinforced Polyester (GRP, or "fiberglass") body, served as the reference model for the other five cars. An extremely rare vehicle, only two Sonett's exist in the United States; one is in the Saab Cars North America collection. This is considered Sonett No.2 painted Red - previously in Philipsons Museum in Solletuna until mid-1980s, then with an American collector and it finally now resides in Saab Cars North America's collection.

YS3000000000000002

Orange

1956 Saab 92 Sonett I

VIN: YS3000000000000002



Mileage: ?

1956 Saab 92 Sonett I

VIN: YS300000000000000002



1956 Saab 92 Sonett I

VIN: YS300000000000000002



1960 Saab 93 - SOLD TO SAAB

2 Door Sedan GT750 Front Dr. 3 Cyl Twin Carb

The GT750 Super was more sports car than family car. Its comfortable front seats could be adjusted to any one of fourteen positions, but its rear seat was hard and cramped. The GT750 Super was relatively powerless at low speed, but came to life at 3,400rpms, with best response around 5,000 rpms. Unfortunately, achieving power was not always easy with just three speeds to play with. Capable of up to 32 mpg.

SPECIFICATIONS:

2-door body with front hinged doors, single windscreen, larger rear window, larger luggage space with opening rear lid, option for textile roof, four seats, 1,786 lbs, including mudguards on rear wheels.

Chassis: Unitary, independent front & rear suspension, coil and wishbones, anti-roll bar, shock absorbers, hydraulic drum brakes, single circuit braking, rack and pinion steering and a 36.4 liter tank with tires of 5.20 x 15 with 4" rim.

Engine: Transverse three-cylinder, 786cc 45hp with aluminum cylinder head and cast iron block.

Transmission: Front-Wheel Drive, 3 Geared on the column manual shifter with Saxomat clutch.



1960 Saab 93
74389

At the New York Automobile Show of April 1958, Saab exhibited a car that they called the Gran Turismo 750 - a sporty and luxurious model that was pitched specifically at the growing US market. The GT750 had a 3-cylinder, 2-stroke engine featuring twin carburetors and had been tuned to develop 50hp. An optional engine tuning kit made it possible to convert the car to a GT750 Super with an engine output of 55hp. Externally, the GT750 sported double extra front lamps; double tail lamps, large chrome plated hubcaps, external rear view mirrors and Gran Turismo (GT750) emblems all-around.

YS30000000074389

Blue Green

1960 Saab 93 GT750 Sedan

VIN: YS300000000074389



Mileage: 20,214

1960 Saab 93 GT750 Sedan

VIN: YS3000000000074389



1960 Saab 93 GT750 Sedan

VIN: YS3000000000074389



1960 Saab 96 - SOLD TO SAAB

Rally Car #16

WHEELBASE: 98 inches

WEIGHT: 1,792 lbs.

ENGINE: 3-cylinder; 2 stroke; 841 cc; 78hp @ 5,000 rpm.

TRANSMISSION: 4-speed, manual, front wheel drive

The Saab 96 was introduced in 1960 and enjoyed a strong production run of 20 years. Like the 93 it replaced, the 96 was a development from the old Saab 92 chassis and, on account of its improvements and modernization, it opened new markets for the company. It was the car for which the marque Saab became internationally known, not the least of which was due to its numerous safety innovations and its motor sport successes.

With its legendary handling, front wheel drive, light weight and rock solid rigidity now joined by this new engine, the Saab 96 became an international success in road rallying in the 1960s, consistently beating higher-powered cars with its agility, poor-weather capability and the remarkable driving skills of Eric Carlsson.

This car won the prestigious 1960 RAC Rally in Great Britain in the hands of "superstar" Eric, and the Model 96 went on to win the RAC Rally 3 more times, not to mention capturing the famous Monte Carlo rally.

As a result of these impressive racing accomplishments, the Sport model of the Saab 96 was named the "Saab Monte Carlo" in 1965-1968 to recognize its amazing feat.



1960 Saab
00101541

YS300000000101541

Red

1960 Saab 96 Rally Car 2dr Sedan

VIN: YS300000000101541



Mileage: 75,768

1960 Saab 96 Rally Car 2dr Sedan

VIN: YS300000000101541



1960 Saab 96 Rally Car 2dr Sedan

VIN: YS300000000101541



1966 Saab Quantum IV - SOLD TO SAAB

Open Wheel Racer #2

Five distinct versions of Saab-based Quantum vehicles were built. With chassis designed by IBM engineer Walter Kern, each version used water-cooled two-stroke Saab engines. The first three versions were two-seat sports cars; the fourth, a single-seat, open-wheeled race car, sold as a kit.

The goal of the Quantum IV kit car was to create an affordable, fast, one-design class of open-wheel racing that would take advantage of the lightweight and prodigious power output of the Saab two-stroke engines.

In the Quantum IV, the Saab three-cylinder delivers an estimated 70 horsepower as fitted with three Solex carburetors. It has a four-speed manual transmission, and the Quantum is one of the very few Saabs known with rear-wheel drive.

While specific build data is available for the other Quantum cars, there is no hard data for version IV, since the chassis was sold as a kit to would-be racers.



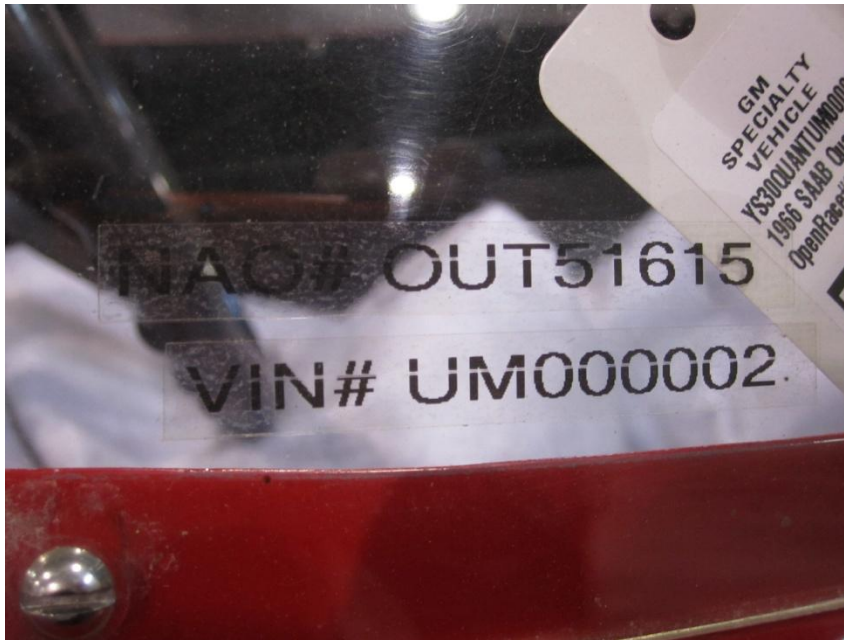
Saab Quantum Open Wheel Racer #2 (Red)
UM00002

YS30QUANTUM000002

Red

1966 Saab Quantum IV Open Wheel Racer

VIN: 00000000UM000002



Mileage: ?

1966 Saab Quantum IV Open Wheel Racer

VIN: 00000000UM000002



1967 Saab Sonett II

Type 97 2 Seat Coupe Sports Car

In the 1960s, Björn Karlström suggested that Saab should develop a new two seater sports car with a two stroke engine, but this time it would be a coupe and not a convertible. Two prototypes were developed, the Saab MFI13 by Malmö Flygindustri and the Saab Catherina by Sixten Sason. The MFI13 was the one selected for production. In 1966 the MFI13 was, after some modifications, put into production at ASJ in Arlöv as the "Saab 97" - that year only 28 units were produced, and a further 230 in 1967. The engine was a three-cylinder, two-stroke engine developing 60 hp. The Sonett II could do 0 to 60 in 12.5 seconds and had a top speed of 150 km/h.

The vehicle in the Heritage Collection is an original 3 cylinder version.

In 1966 only 28 and in 1967 only 230 vehicles of this type were produced.



1967 Saab Sonett II
000197

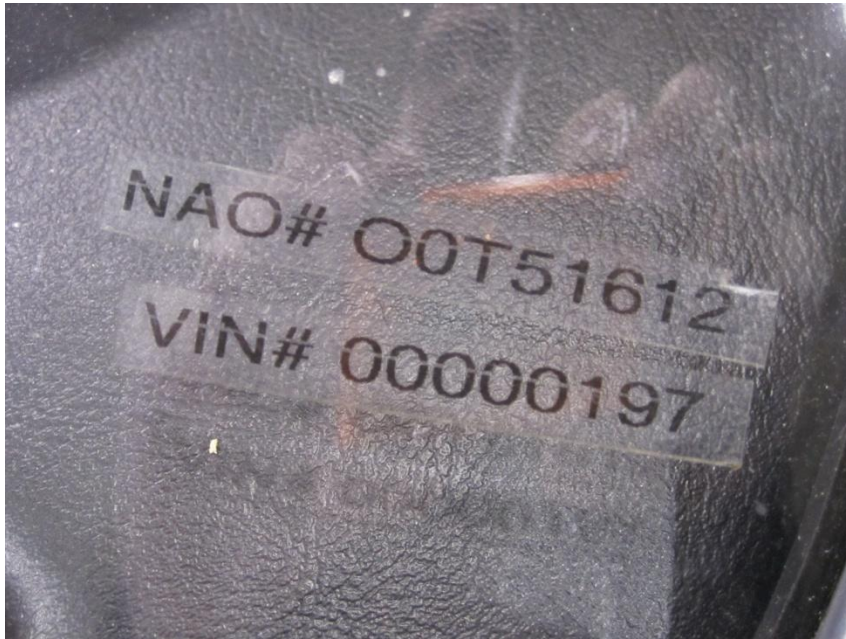
With the advent of emissions controls in the U.S., the 2 cycle automobile engine simply could not stand the test. Therefore, in late 1967, Saab started using the Ford Taunus V4 engine in their other models, they also wanted to use it in the Sonett II. The car was redesigned and renamed the Sonett II V4, with the 1500 cc Ford V4. A new hood was designed by Gunnar A. Sjögren, with a 'bulge', necessary to fit the higher engine. The bulge is slightly to the right so it would not obstruct the view of the driver. The engine produced 65 hp (48 kW) and the Sonett II V4 made 0 to 60 in 12.5s and had a top speed of 160 km/h. In total, only 1868 Sonett IIs were produced.

YS300000000000197

Silver

1967 Saab Sonett II Type 97

VIN: 00000000YS3000197



Mileage: 25,353

1967 Saab Sonett II Type 97

VIN: 00000000YS3000197



1967 Saab Sonett II Type 97

VIN: 00000000YS3000197



1978 Saab 99 - SOLD TO SAAB

Turbo 2 Door Sedan

WHEELBASE: 97.5 inches

WEIGHT: 2716 lbs.

ENGINE: 4-cylinder; OHV 1985cc; Turbocharged;
145hp@ 5000rpm

TRANSMISSION: 4-speed manual; front-wheel drive

The Model 99 Turbo was Saab's first production Turbo model and was imported to the United States in 1978. It was only available in the 3-door hatchback version. 2-door, 3-door and 5-door models were offered in Europe.

The overhead valve 2-liter engine was turbocharged, utilizing a technology that helped deliver greatly increased low/mid speed torque to enhance driveability while delivering a 15% increase in horsepower for stunning high-speed performance. The heart of the technology was a computer controlled port fuel injection system that was superior to previous carbureted engines. Not only did this technology improve performance it also reduced emissions too.

Distinguished from non-Turbo 99's by its turbo-specific alloy wheels, air dam, spoiler, instrumentation and upholstery, the 99 Turbo set a new direction for Saab performance.

The 99 utilized a deeply curved front windshield, providing the best driver visibility, calling attention to the marque's aircraft legacy. The hatchback, or Combi Coupé cars were exceptionally spacious, if not universally loved for their aesthetics. Also underscoring their aircraft lineage, the 99's dashboard was curved to enable easy reach of all controls and featured gauges lit up from the front. Saab engineers placed all controls and gauges in the dashboard according to their frequency of use and/or importance so that the driver need not divert his gaze from the road for the shortest possible time and by the smallest angle.



1978 Saab 99 Turbo (Burgandy)
98781021109

0000099781021109

Burgandy

1978 Saab 99 Turbo Coupe

VIN: 00000099781021109



Mileage: 38,785

1978 Saab 99 Turbo Coupe

VIN: 00000099781021109



1978 Saab 99 Turbo Coupe

VIN: 00000099781021109



1986 Saab 900 - SOLD TO SAAB

Turbo Convertible

The idea for a Saab convertible, now an automotive icon around the world, first took hold in the United States. After convertibles had disappeared from the American marketplace in the early 1980s, Saab USA President Bob Sinclair realized there was a tremendous market niche to be refilled. While the popular hatchback Saab 900 was not suitable for conversion, a limited run of two-door 900 sedans with conventional trunks and steel roofs sparked Sinclair's interest.

American Sunroof Corp. was commissioned to create a soft-top, four-seat Saab 900 Convertible based on the two-door sedan. A pearl white prototype was unveiled at the 1983 Frankfurt Auto Show as a design study. Overwhelming media response and consumer interest left Saab with no choice but to gear up for production.

Though initial production numbers for the Saab 900 Convertible were conservative, incredible demand kept the Valmet assembly plant in Uusikaupunki, Finland working at full capacity. The first Saab Convertibles were a limited run of 400 16-valve Turbos, produced in the spring of 1986 exclusively for the U.S. market. The cars sold so quickly that most prospective buyers did not realize the car was available for sale.

The Cherry Red 1986 Turbo Convertible in the Heritage Collection has been owned by Saab USA since it was new. It has a black top and some prototype parts of the rear spoiler rendered in wood. The 1987 model, featuring a more sloping front end, was sold out long before its production began, and 1989 models were already being ordered in the autumn of 1986. Overall, almost 49,000 first-generation Saab Convertibles were sold between 1987 and 1993 at an average of 7,000 units a year, or 14 percent of all Saab 900 production.



Saab 900 Turbo Convertible
G7001013

YS3AD75L3G7001013

Red

1986 Saab 900 Turbo Convertible

VIN: YS3AD75L3G7001013



Mileage: 25,696

1986 Saab 900 Turbo Convertible

VIN: YS3AD75L3G7001013



1986 Saab 900 Turbo Convertible

VIN: YS3AD75L3G7001013



1987 Saab 9000 - SOLD TO SAAB

Turbocharged 5 Door Sedan #3

WHEELBASE: 105 inches
 WEIGHT: 2870 lbs.
 ENGINE: 4-cyl.; 16V DOHC; 1985cc; 175hp@5,300 rpm
 TRANSMISSION: 5-speed manual, front-wheel drive

Saab's Chief of engine and transmission division thought: "What better way to explore the outer limits of the Saab 9000's performance and durability than to run it at top speed for twenty days straight?" It turns out that the suppliers of Saab's turbos (Garrett), tires (Pirelli) and Shell Oil had the same curiosity.

So, it was off to the Talladega Motor Speedway in Alabama with three Saab 9000's chosen at random by the Federale Internationale de L'Automobile, the world's sanctioning body for record runs.

The goal? See how far and how fast three perfectly stock Saab 9000 turbos could go.

In the course of setting 12 International or World records, here is the answer.

A Saab 9000 Turbo averaged over 132 mph while rolling up 100,000 kilometers. All three cars finished.

After the equivalent of three trips around the world, all three were running quite well.

Which says a lot about the remarkable Saab 9000 Turbo.

On October 7, 1986 Saab-Scania took three unmodified production MY1987 Saab 9000 Turbos out for a 20 day and night endurance event at Alabama International Speedway in Talladega, Alabama titled "The Long Run". This event proved to be a memorable and successful one with speeds that averaged over 210 kilometers an hour along with numerous world records broken. The above vehicle is one of the three vehicles that actually ran in that storied event.



Saab 900 SE 1996
 H1001905

YS3CD5515H1001905

Silver

1987 Saab 9000 Turbo

VIN: YS3CD5515H1001905



Mileage: 110,978

1987 Saab 9000 Turbo

VIN: YS3CD5515H1001905



1987 Saab 9000 Turbo

VIN: YS3CD5515H1001905



1990 Saab Open Wheel Racer - SOLD TO SAAB?

#1 Red - Skip Barber Pro Series

The Barber Saab Pro Series was an entry-level open-wheel auto racing series. The series race primarily on road and street courses in North America, although the schedule did sometimes include a few ovals. The Barber Saab Pro Series was a spec series, in which all cars were identically prepared by Skip Barber Racing. The spec car was a tube-frame Mondiale chassis (basically a Formula Ford 2000 design) powered by a Saab engine. For the seasons 1986 and 1987 the cars used street-legal racing tires, but for the 1988 season they used Goodyear Racing Eagle slicks instead.

The idea was around already in 1979 as a way to get Saab involved in serious motorsports in the United States. Len Lonnegren, PR boss at Saab Cars USA, Inc., had heard that Skip Barber was planning to launch an open-wheel "spec car" race series, and that it was to run on the same IMSA programs as the GTPs and Camel Lights. Originally Skip Barber had planned on using small displacement naturally aspirated 1600 cc Dodge engines, but was talked into using turbocharged Saab engines instead. Saab provided engines and spare parts, as well as the assistance of an engineer nicknamed "Turbo Anders" who flew over from Sweden rather frequently once things got rolling.

Since all the cars used Saab engines reliability was more important than high performance. The engines were basically stock 1985 cc 16-valve twin-cam turbo engines with an output of 225 hp. They differed from street versions in that the boost is increased, emission control systems are removed, fuel-injection settings revised and a racing exhaust fitted, together with dry-sump lubrication. By 1991 the marketing strategy at Saab changed and Saab US did little more than provide the engines.



Saab Open Wheel Race Car 1990 #1 (Red)
SAAB0075

DEC 28 2006

00000000Saab0075

Red

1990 Open Wheel Racer #1

VIN: 000000000SAAB0075



Mileage: ?

1990 Open Wheel Racer #1

VIN: 000000000SAAB0075



1996 Saab 900 SE - SOLD TO SAAB

SE Talladega #8

WHEELBASE: 102.4 inches
WEIGHT: 3020 lbs.
ENGINE: 4-Cyl; DOHC; 1985cc; Turbocharged;
185hp@ 5,500rpm
TRANSMISSION: 5-speed manual, front-wheel drive

When the checkered flag fell at Talladega Motor Speedway on October 24 1997, a silver Saab 900 SE had covered more than 25,000 miles at an average speed of over 140 mph...and that includes time spent fueling and servicing the car! It is interesting to note that in setting these international records, the Saab 900 had to beat the previous world record...also held by a Saab...and set over 10 years earlier.

Saab's innovative water-cooled Garrett turbochargers and Trionic engine management system helped these engines and components endure strains that engineers never imagined. Exhaust temperatures of more than 1,800 degrees Fahrenheit and turbines spinning at almost 200,000 rpm for hours on end proved the durability and reliability of these powerful engines.



Saab 9000 Turbo 1987
T2003986

After completing a distance the equivalent of one lap around the earth at full throttle, the Saab 900 SE Turbo and its V6 and non-turbo brethren had set 40 international records.

YS3DF35N9T2003986

Silver

1996 Saab 900 SE Talladega #8

VIN: YS3DF35N9T2003986



Mileage: ?

1996 Saab 900 SE Talladega #8

VIN: YS3DF35N9T2003986



1996 Saab 900 SE Talladega #8

VIN: YS3DF35N9T2003986

