

Club Management

Antonio Pellegrino – President and CEO

Domenico Marsella – Vice President, Technical Commissioner, Communications and Marketing

Dario Poles – Vice President – President of the Saab 900 Cabrio Model Registry

Giovanni Pagano – Vice President – President of the Saab 900 Coupé Model Registry

Amos Dor – Vice President – President of the Saab 99 Turbo Model Registry

Antonio Albano – Vice President – President of the Saab 96 Model Registry

Paolo Durastante – Vice President, Treasurer

Models Registry : 92, 93, GT750, 94 Sonett I, 95, Formula Junior, 97 Sonett II e III,

99 (except 99 Turbo), 600, 90 e 9000: Interim Antonio Pellegrino

Trucks and Buses: Massimo Condolo - Vice President - President of trucks and buses Registry

Other vehicles: Roberto Tito - Vice President - President of other vehicles Registry

Historical Rallies Activities: Dino Vicario – Vice President

Ambassadors and Guest Counsellors:

- United Kingdom : Richard Devany (r.devany@saabscania.it)
- Poland: Hubert Szymanski (h.szymanski@saabscania.it)
- Slovakia: Martin Pavelek (m.pavelek@saabscania.it)
- Sweden: Jörgen Trued (j.trued@saabscania.it)
- The Netherlands: Thom van der Wiel (t.vanderwiel@saabscania.it)
- Usa: Richard Chenet (r.chenet@saabscania.it)
- Germania : Uwe Seidel (u.seidel@saabscania.it)

Address and contacts

The club is based in:

Via B. Marcello, 4 36100 – Vicenza, Italy

Tel. 0039 041 8627577

Web site: www.saabscania.it

Mail: club@saabscania.it

Facebook Groups: <https://www.facebook.com/groups/1410285903616526>

Paypal: club@saabscania.it

CF: 95157960246

Antonio Pellegrino – President 0039 3929475477 (a.pellegrino@saabscania.it))

Domenico Marsella – Vice President (d.marsella@saabscania.it)



SAAB SCANIA CLUB ITALIA

THE ITALIAN SAAB SCANIA REGISTRY

“Not for everyone. Essentials for many”

www.saabscania.it – club@saabscania.it

About Us

We are the Italian Registry of Saab Scania cars designed and / or manufactured from 1947 to 1989, founded in 2015 by a group of enthusiasts and owners of the most significant models of the Swedish brand.

Are eligible for the Registry only the car built and/or designed before General Motors entered into the capital of Saab Automobile AB.

We made this choice to place at the center of the Registry's activity in the world of classic cars, the car that have made the innovation and technology of Saab Scania famous and contributed to its notoriety in the world.

The iconic and for the time "revolutionary" Saab 99 Turbo is the car at the center of the Registry's ideal project, that

- winds back in the time from Sonett III to the 92
- looking to the future from 900 to 9000

We must not forget the motorsport successes of Carlsson and Blomqvist who, bringing the 96, the 96 V4 and the 99 EMS and Turbo to success in rallies, have increased the reputation and prestige of the brand in the world.

The Registry put fundamental importance down to the conservation and restoration of cars as originally designed and manufactured or with the variants compliant with the options made available, at that time, by the manufacturer himself.

Only that way we can correctly pass to future enthusiasts the manufacturer's original "concepts".

The safeguard of the originality of the cars is one of the main purposes of the Registry, which recognized itself in the national and international organizations that support and share it.

To this end, we intend to ask the valuable contribution of the Saab Museum in Trollhatan, which has a huge database of cars.

The Registry aims to list the cars present in Italy by placing them in their own Model Registry, for the most numerous ones, involving and making use of the valuable contribution of the most competent Club member's for each model.

Events

We want to organize events and meetings that will join the beauty and uniqueness of Italian "art cities" with the elegance and prestige of Saab Scania cars, creating "culture" around them and therefore also joining the passion for oldtimer cars with cultural tourism, hoping for the participation - which we will be happy to reciprocate - of enthusiasts from abroad and therefore giving and international style to our events.

The club wants to promote the knowledge and rediscovery of the "culture" surrounding these great cars.

The Registry established the **"Sixten Sason International Elegance Cup"** assigned to the most original car of each model that will participate to Saab Scania Club Italia meeting.

The jury will be composed by members of international Saab Scania Club worldwide.

International Relationship:

We also hope to join the knowledge of the various Clubs in the world in a "Saab Scania World Registry".

The Registry will make available to members a large and as most complete as possible library of books, technical manuals and films in which the cars have played "main" roles.

Finally we will not forget to commit ourselves to "social" causes with charitable initiatives.

The Registry born from passion of people for the car and without people there are no cars. The words "first the people then the cars" reflect who really we are.



It is no coincidence that the Registry's saying **"Not for everyone. Essentials for many"** recalls that of Saab 99 Turbo Registry, well known to car enthusiasts.

The registry aims to affirm the identity and membership of the members to the values of the Saab Scania brand that stood out, at the time the cars were designed, for having created modern, innovative, prestigious and technologically advanced cars, highlighting the peculiarities of the technical choices, joining together a group of enthusiasts who own and recognize themselves in the value of the traditional customers who drove Saab Scania cars.

The cars eligible for the Registry are the following:

92, 93, GT750, 94 Sonett I, 95, 96, Formula Junior, 97 Sonett II and III, 99, 900, 600, 90 e 9000.

The Registry also aims to promote, safeguard and enhance knowledge of the production of aircraft and vehicles other than cars produced by Saab Scania, trying to understand the context and culture in which Saab Scania was born and developed in Sweden and its contribution to the industrial development of that nation.