

JANUARY/FEBRUARY 2016 ISSUE 1 £6.50

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

SOC AGM

NEC CLASSIC MOTOR SHOW

THE END OF AN ERA



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P. Robinson - Facebook

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FRONT COVER:
 Dragon Saab at the LLanelli Steam Fair and Classic Car Show
 Please state your Membership Number on all correspondence

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For information, and ALL articles, Group
Organisers' reports, Post Bag, Sport, etc.
(See above for address.)

Register articles to respective Registrars.
(See individual Register Pages.)
Classified Advertisements – see page 54.
Technical queries for Car Clinic, Richard
Elliott. (See Car Clinic for details.)

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Photographs should be undamaged and of a
good quality and, if supplied digitally, be of a

high resolution for print, either 300dpi or
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DEADLINE DATES

March/April 2016 – 22 January 2016

May/June 2016 – 25 March 2016

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The Club welcomes contributions to 'Driver', but
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CLUB VALUATION SCHEME

The Club Valuation Scheme is continuing to provide
a very important service to Club Members.
However, I would like to remind everyone that the
purpose of the scheme is to provide The Valuation
Service for any model of Saab which qualifies for an
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the vehicle. The Valuation will be issued soon after
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that if there is any doubt due to lack of information
or poor quality photographs the Valuation may be
withheld. Finally, can I please emphasise that
Valuations cannot be provided for cars less than ten
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Ken Dover
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Saab 'Driver' is published by The Saab Owners Club of Great Britain Ltd.

Designed and produced by:

MYPEC, The Festoon Rooms, Sunny Bank Mills, Farsley, Leeds, West Yorkshire LS28 5UJ.

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Hi Everyone,

A very warm welcome to you all at the very first edition of the 2016 'Driver' magazine. First, please allow me to introduce myself, my name is Dr Os Reid and I am the new chairman of the Saab Owners Club of Great Britain. I have been in love with Saab cars for longer than I care to remember and although I have only ever owned the one Saab model from new, I can honestly say that owning this particular car for over 12 years now has brought me nothing but joy. During my ownership, or should I say my love affair with the 9-3 Aero, it has allowed me to meet some wonderful people at various local groups and National meetings over the years, a number of which I am now proud to call my 'friends'. My car, 'my baby' has over the years been fortunate enough to want for nothing and it has evolved and developed into a machine that both I and the Special Project Division at Neo Brothers and MapTun can be rightly proud of.

The SOC GB Board has seen many fine people take the helm over the years and it was both an honour and a privilege to take over from Dave Garnett after the 2015 AGM. I am sure you will all agree with me that under Dave's leadership we have experienced a good growth in membership to the Club and we are currently enjoying an increased presence in the various Classic Car magazines as well as the more performance orientated ones too. Dave Garnett has very kindly agreed to stay on for a little while to help with the smooth handover of various aspects of the chairman's duties and for that I thank you Dave. Unfortunately I do have some bad news to bring to you all. We on the Board have lost the talents of Richard Simpson – Motorsport secretary due to ill health and Rich Bone – Membership co-ordinator due to his own ever increasing workload. I for one will miss these chaps and thank them for their massive contribution made to the Club thus far. On a more positive note, I would like to welcome our latest addition to the Board, Chris Redmond who now takes over from Rich Bone with regards to SOC Membership. Chris is currently deeply involved in organising this year's National to be held at the Pembrey Country Park, South West Wales over the weekend of the 29th-31st July 2016. The team have been really pulling together on this one and if the weather Gods are with us, it should make for a marvellous family event with plenty of activities for everyone.

Some more good news, I would like to welcome to the SOC GB family the latest launch of the 'Berkshire, Hampshire & Oxford Group' lead by Ade, Rob and Paul. I popped along to their launch party on Sunday 29 November at the Ambassador Club in Tadley Hampshire along with two of my fellow directors Elli and Ade. The place was a marvellous choice for a venue and the attendance was huge, I actually struggled to find a free spot in the car park which was full of Saab cars as far as the eye could see. These chaps clearly have a dedicated following and I have no doubt that the group will grow from strength to strength as each month passes by.

Another huge success was the SOC GB stand at the NEC Classic 2015. What a brilliant weekend that proved to be with no less than 42 new members signing up at the event. That effervescent character Elli Wilson and his marvellous team of volunteers did us all proud.

I would also like to share with you all a bit of background to some of the future plans of the Board. We are currently working on an event to celebrate the life of Erik Carlsson, the team are working feverishly behind the scenes to put the finishing touches to what I hope will be a marvellous day for all concerned. Another event we are going to look in to (which will be a first) will be a dedicated 'SOC Day' where we as a Club would like to give something back to our wonderfully loyal members as a thank you for your continued support; a few more hurdles have to be cleared first before we can

announce the programme but I hope that the day will meet with everyone's approval.

At this point in time at the start of the New Year, I would like to take a moment to thank all of the unsung heroes 'Non-Directors, Registrars, Local group co-ordinators, Car Clinic and MYPEC' who make this 'Driver' magazine possible. This group of people work tirelessly and in many instances unsociable hours to ensure that the very best content reaches our Members through the publication. I would also like to take this opportunity to personally thank all of my fellow directors and their dedication shown for the benefit of our esteemed Members.

We as a Board are forever on the lookout for new inventive ways to help promote the Club and to find relevant benefits for our Members; whether that comes in the form of discounts for car parts, car insurance and a whole wealth of items that we feel will go to enhance your motoring pleasure, then so be it. If anyone feels that they have a good idea that they would like to share and which you feel might be of use to other SOC GB members, then please don't hesitate to contact our Benefits & Services co-ordinator Rachel Hillier at sootysaab@aol.com all ideas are, I can assure you, gratefully received.

Currently, our team are exploring other ways to forge new relationships with our many recognised traders for the benefit of our Members. We hope that by creating a different type of partnership and opening a new dialogue with those concerned, that a new era of understanding can be ushered in to make a brighter future for all the Saab owners who belong to SOC GB.

So, it just falls for me to say that I do hope that everyone has an absolutely marvellous 2016 and that you all continue to enjoy your Saab cars. Really looking forward to catching up with you all at the various local meets and car shows around the country.

Take care now.

Os

STOP PRESS

Saab's on the road in 2018?

National Electric Vehicle Sweden (NEVS), which acquired the assets of Saab in 2012, is now ready to proceed with its plans to launch a new generation of electrified cars.

Speaking at the Stora Bildagen automotive conference in Sweden, NEVS President, Mattias Bergman announced the company planned to launch four new vehicles using Saab technology, including the Phoenix platform originally developed for a new generation of Saabs.

The four vehicles will ride on the Phoenix platform and include three SUVs plus a sedan with a fastback roof. In addition to these four vehicles, NEVS plans to continue building the former Saab 9-3 sedan but with an electric powertrain.

Interestingly, the vehicles aren't referred to as Saabs, as NEVS is still seeking permission to use the actual Saab name after losing the rights last year (it's owned by a consortium of firms that includes the Swedish defense group also known as Saab).

NEVS will restart production of the 9-3 at the former Saab factory in Trollhättan by as early as 2017. The first of the next-generation models will start production the following year. In addition to Trollhättan, NEVS will also build cars in Tianjin, China.

INSURANCE MATTERS

In this insider article from the Club's preferred insurance provider, SOC Insurance, Neil Franklin highlights the issue of insurance fraud.

Welcome to a new year! The problem of fraud continues to feature highly on insurers' agendas. The cost to the industry – and therefore to all of us as consumers by way of premiums – is enormous and it is not just the high profile cases reported in the media that are a problem.

An unexpected consequence of the ability to purchase motor insurance online is that questions relating to a person's profile – not only accident, claim and conviction history – are often deliberately misrepresented in order to cheat premium calculations. At one point, insurers reckoned this was accounting for a shortfall in true market premiums of more than 20%.

If you have done business with us before, you will know that we ask for a copy of your driving licence and whilst that might seem obvious, it does validate other crucial information – including the fact that you do exist, that you do actually live at the address you have given us and that your date of birth tallies.

That may sound daft, but in a recent briefing with a key insurer partner, they told us that a random sweep of their database, using sophisticated new technology, suggested that 3% of their clients did not even exist – and they know this is a key strategy with deliberate fraudsters, be that for the purpose of money laundering or staged accidents.

Significant investment has already been made to validate background data and more of that will come. Insurers are taking a far tougher stance on fraud and some will be adopting zero tolerance to misrepresented information. That could range from cancelling policies where previous claims have not been disclosed, to taking action against identified fraudsters – and that has already resulted in custodial sentences, including people who could never be described as career criminals, but who thought it was OK to deliberately over-state or lie about injuries or other issues arising from accidents. Needless to say, a conviction would have a significant impact on someone's life.

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PREPARING YOUR VEHICLE FOR WINTER DRIVING

Keeping your vehicle well maintained is important all year round, but doubly so in winter. For example, worn tyres won't hold the road in wet conditions as well as those with a good, deep tread.

Make sure all exterior lights are working correctly and that windscreen wiper blades are in good condition. Check the oil, coolant and washer fluid levels. And, don't leave home on that long trip over lonely country roads without enough fuel for the journey.

The following checks will help ensure your vehicle is ready for winter. Before carrying out these checks, make sure your vehicle is cold and parked on a flat, level surface.

Car Battery – the RAC attends more call-outs for batteries than any other problem. During February 2012 we went to more than 50,000 battery-related call-outs. Remember, if your car has not been used for a period of time, the battery may need charging before you come to use it. The RAC Shop stocks a range of battery chargers and battery testing devices.

Coolant – ensure that coolant is between the minimum and maximum markers. It is also important that there is sufficient anti-freeze in the coolant. If you're uncertain, have a look at your handbook or get a local garage to check the strength. Anti-freeze is cheap but damage from a frozen engine can be very expensive to put right.

Tyres – check tyre condition to see if there is adequate tread. Look for damage such as splits or bulges and check the pressure. If you live in an area particularly at risk of snow consider purchasing winter tyres or snow socks which give you greater traction and control.

Screenwash – make sure you have enough screenwash and that the concentration is suitable for cold conditions. Not all screenwash is the same so look for the temperature it protects down to. You should be looking for protection down to -10 degrees C and if you live in areas subject to the greatest extremes of weather, down to -20 degrees C. If you don't use a good quality screenwash there is a danger your washer pump could freeze which might lead to the fuse blowing and your wipers not working because they are often on the same fuse.

Wiper blades – check wiper blades for damage and replace if necessary. When wiper blades become frozen to glass it is very easy to damage them when freeing them up.

RAC

NO PHONE SIGNAL ON 'MANY MILES OF UK ROADS'



Thousands of miles of road still do not have any mobile phone coverage, leaving motorists vulnerable if they break down or have an accident, according to new RAC Foundation research.

Just under 4,600 miles of the UK's roads lack any 2G coverage, with almost 29,000 more enjoying only partial cover, meaning only drivers who are with certain networks can get a signal and call for help.

Areas with no coverage at all account for around 2% of the country's road network and include stretches of the A591 in Cumbria, the A93 in Scotland, the A494 in Wales and the A149 in East Anglia.

More than 14,500 miles of road lack any 3G coverage, with nearly 112,000 more having only partial coverage. When it comes to 4G, meanwhile, well over half (56%) the nation's road network has no coverage at all with another 27% only partially covered.

According to the study, the local authority area containing the most miles with no mobile signal is Highland in Scotland, closely followed by Powys in Wales.

The rest of the worst 10 areas in terms of phone coverage are; Argyll and Bute, Cumbria, Devon, Dumfries and Galloway, North Yorkshire, the Scottish Borders, Gwynedd and Ceredigion.

RAC Foundation director Steve Gooding says: "There are thousands of miles of road along which you would not want to break down or have an accident because calling the RAC, the emergency services or even home wouldn't be an option.

"Even where there is partial network coverage it might not be from your network provider.

"The concepts of connected cars and drivers is at the heart of much thinking about how we might make our travelling lives easier. But the best ideas in the world will fall at the first hurdle if there are no bars on the phone."

RAC



Bad habits stop colleagues car sharing, poll finds

Bad wind is among the anti-social driving habits that are stalling the British car-sharing revolution, a new poll suggests.

Dangerous motoring and conflicting music choices are other major reasons why people do not wish to commute together, according to the BBC's survey of 2,000 motorists.

The study of commuting habits has been published to coincide with the DVD launch of Peter Kay's Car Share sitcom.

It found that incompatible habits are the main obstacle to people wanting to share vehicles on the way to and from work.

Topping this list is bad driving, with over half of respondents (51%) naming this as their principal objection.

These findings come after the Car Club Coalition announced its goal of having one million car-sharers in London by the 2020s.

Earlier this year the Policy Exchange think-tank called for car sharers to be offered tax breaks, while elsewhere campaigners have said commuting with colleagues can benefit the environment and reduce congestion.

The new poll found that over a quarter of workers (28%) have already tried car sharing, with 18% saying they car share on a daily basis.

Peter Kay's Car Share, which was first screened in April, traces the adventures of car-sharing supermarket colleagues John Redmond (Kay) and Kayleigh Kitson (Sian Gibson).

Kay said: "The idea of two people car sharing to work each day really appealed to me, as it highlights the comedy in the minutiae of the daily trek and allows the spiralling conversations of life to unwind in all of their glory."

RAC

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Some Tips: We know many of you like to book the components of your holidays online and compare prices to get the best deal. Well go ahead! Do the searching yourself. Find your favourite hotel at the best price then tell us about it. We'll check and see if we can make it cheaper. We usually can. Just email membership@mytravelclub.co.uk with what you've found. Or phone us on 0845 6060910.

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A sad loss to Saabists

Receiving my November/December issue of 'Driver' and immediately scanning from front to back, I was saddened to spot the lack of the usual advert for Reg Morris Garages in Westwoodside, Doncaster. This is sad not because of a missing advert, but because it means the team at Morris's are no longer available to look after my cherished 9-3 Convertible, the third in a row that they've taken care of for me.

Nothing has ever been too much trouble, from service loan cars to chasing difficult parts. Jobs always finished as promised

and with seats and carpets protected. Sound advice by phone, or emergencies looked at immediately (not that there were many!) the emphasis always on good service.

I know they have closed due to retirement, and I'd like to wish David, Simon and the team all the very best for their futures. They will be sadly missed by lots of Saab owners and especially by me. They will be very hard to replace.

David Knowles

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9-5 irritations

I have a great 2000 (W) 9-5SE Auto Saloon with 104,000 miles, which I've owned for six years, but there are two minor irritations.

Firstly, occasionally, when parked, the alarm will sound for no apparent reason, but the indicator lights don't flash. Locking or unlocking doesn't mute the alarm but it silences itself after about 30 seconds. Sometimes it will repeat this a couple of times and then settle down. I've tried leaving the car unlocked, locked and double – locked, but nothing makes a difference. Any suggestions?

Secondly, Occasionally when I start the car, engage drive and move off, it feels as if it has a badly slipping clutch. Switching off the ignition and then re-starting the car cures the problem.

Bob Boaden

This alarm fault may be the back-up battery in the siren, this ensures the alarm will still activate when the battery on the car is disconnected, these sirens are a sealed unit and use rechargeable batteries.

The unit is available as a reconditioned part from Saab.

Two options. One is to disable the alarm with tech 2, other is to replace the siren unit. Tech 2 diagnostic will also confirm that this is at fault or another reason for false alarms such as a faulty glass break sensor.

The auto trans fluid may require topping up. Often leaks occur from the hoses connected to the radiator, these simply require tightening and fluid topping up.

Screenwash

My windscreen washer stopped working some time ago and after careful consideration I chose to have a go myself as I really need to do simple jobs, as I want to keep my Saab forever.

After researching the world-wide-web and checking the fuse, evidence pointed towards a replacement pump.

Bought one on-line and fitted it. No joy.

Checked fuse again this time the fuse had blown.

My neighbour came today who is an electrical expert (he rebuilt a classic Jag from scratch to concours condition and I mention this so you know he is no fool, although he doesn't own a Saab!).

Relay 1 is OK and checked but doesn't work when wiper lever engaged. Fuse 22 checked and OK.

Since we started checking things the wiper self park has stopped working.

Checked the old pump, which has no continuity in the motor.

Tony Sloan

This problem can be caused by the wiper motor, in some cases if the battery is disconnected, when reconnected the washers may work for a short time.

If this works the wiper motor is at fault.

900i brake fluid

I guess you are a busy chap, so first of all let me say that I much appreciate your giving thought to my problem.

I gave my 900i a really hard 80 mile run through the Welsh hills, at the end of which the fluid in the reservoir was at the max arrow. By the next (ie after standing for about 36 hours), it had risen about 4mm and I think that's about it – I don't think it will rise any further. Again, I can report that the clutch and brakes both appear to be working perfectly.

Should I just live with it, or is this something which really should be rectified as it could ultimately affect the braking performance? If so, can the accumulator be repaired, or is it a replacement unit job. I see there is a warning sign marked on the top about the fluid being at high pressure. I have a good local country garage used to repairing older cars.

Anyway, most grateful for any further comments.

The Saab has to take second place behind a 1932 Alvis Speed Twenty Tourer these days but nevertheless, it is still an excellent car which has given me very little trouble over twenty years ownership. I have had three good runs in it to the North of Scotland this summer (from Herefordshire), with quite a lot of open motoring in the Highlands – bliss!

Hugh Stirling

This unit is under pressure but if the brake pedal is pressed several times without the engine running or ignition on the pressure can be removed from the system, it then simply can be removed.

If it fails completely the pressure won't be maintained in the system and the red warning light will come on all the time.

A used part can be fitted as they can't be repaired as far as I am aware. They are no longer available new from Saab.

I think the problem could be the pressure accumulator, it's a spherical shaped object that has pressure on one side and fluid the other, it may be leaking through which would explain the fluctuating fluid level.

9-3 tail light

I wonder if you could help me with a problem with my 9-3 Sportwagon. The right rear tail light (the LED one) comes on all of the time when armed. Even when not armed.

It just stays on until I press any button to disarm it. Stays off for a few seconds and then comes back on again and is completely doing my head in.

Has been fine for months and just this last six weeks has started giving me hassle.

I wondered if there's any sort of quick fix, like removing the fuse to the lights to reset it?

Any ideas what could be causing this?

James Necker

I suspect there is a wiring fault or the circuit board in the rear light unit is at fault, you could remove the fuse or disconnect the battery and see if it sorts the problem, but I doubt that it will.

There is a repair kit for the rear LED light unit available which includes the circuit board.

TECHNICAL TIP

Diesel cars; is this the end of the road?

As part of an overall strategy to reduce CO₂ output, decisions were made at government level over the last 20 years to encourage motorists to switch from petrol to diesel. Road tax was reduced in the UK and customers were given the impression that diesel was better for the environment overall.

Even 25 years ago, diesel was more easily produced and the vehicles had 10-20% improved fuel consumption, then technical improvements and further development continued to improve the diesel engine in terms of efficiency, emissions and performance.

The real issues over Volkswagen are to some extent misleading and what is harmful to the environment is nitrogen oxide emissions, which at present are not really measured when vehicles are tested.

In the USA, regulations are much tighter and in 2008 they reviewed their policy and emissions fell, so it shows that diesels can be clean, but in Europe regulations mean that

manufacturers have not had to comply, so they have concentrated on manipulating engine management systems and created the illusion of emission reductions, which sometimes don't translate to the real world.

It would appear, according to some experts in the industry, that Europe needs to make some changes regarding the way emissions are tested, which will also result in reduced nitrogen oxide emissions.

In the USA they have the toughest limits in the world and possibly had the intention of keeping diesel out of the passenger car market. Undaunted by these standards this led manufacturers to develop higher injection pressures, higher combustion temperatures and more nitrogen oxide, hence the addition of urea based AdBlue to add oxygen to the nitrogen oxide to become harmless NO₂. So it can be done.

So, have we seen the end of diesel, it's highly unlikely, nothing has changed, the fact is that the diesel

engine is the most energy efficient internal combustion engine. It is a proven technology and its unique combination of efficiency, power, reliability, performance, low emissions and suitability for using renewable fuels ensures a place for diesel to help meet the needs of a global economy.

It is important to focus on the significant accomplishments of an entire industry that developed and refined clean diesel technology to what it is today.



TECHNICAL TIP

Noisy auxiliary drive belts

A noisy auxiliary drive belt indicates a fault which can, after time if left, result in a breakdown which could also cause engine damage due to overheating.

Any noise on this drive system should be investigated. On all Saab models often the cause is a worn pulley bearing, water pump or AC compressor.

If one of these components fails the belt will be damaged and drive will be lost.

First indication will possibly be loss of power steering, alternator light on and shortly afterwards, overheating.

My son David suffered such a failure on his way back from holiday in his 9-5 aero coming up a hill from Leek, it quickly overheated and by the time the engine failed it had melted two pistons and warped the cylinder head. He

should have noticed the high temperature sooner, unfortunately he was not aware until extensive damage had occurred.

The engine was repaired and the cause was a failed water pump and it is now running fine with 210,000 miles on the clock, but it could have been that another engine was required to repair.

On a 1.9 diesel engine this noise can be due to the auxiliary belt but could be a sign of cam belt trouble which is potentially more serious, engine noise or overheating due to water pump failure needs investigating immediately.

So if a noise is noticed, have it investigated as in the long term will save expense and the inconvenience of a trip on a recovery truck home.



NOTICEBOARD

PEAKS & DALES

SATURDAY 18 JUNE

Same venue, same great scenery and a new route.

This may be the last in Derbyshire and we are now actively looking for a new venue and places to visit, possibly in the Cheshire area.

For more information please contact Richard Elliott.

Tel 07801 103426 or e-mail richard@saabtec.co.uk



THE NATIONAL 29-31 JULY

The 2016 National will take place at Pembrey Country Park, South West Wales.

Set against the spectacular backdrop of the Gower Peninsula and overlooking the coastal scenery of Carmarthen Bay, Pembrey Country Park is one of Wales's top visitor attractions providing a unique blend of coast and countryside.

Along with the Clubs national programme, the park has many activities on site and truly does offer something for everyone. The site is a holiday destination for many and very family friendly, so we would encourage those visiting to bring the family – why not even make a holiday of it!

INTSAAB SWEDEN

12-14 AUGUST

Preliminary programme for IntSaab2016

- **Friday 12 August**

IntSaab2016 opens in Vadstena. Several tours and museums close to Vadstena are open. Barbecue during the evening.

- **Saturday 13 August**

Planned track day. Tours around Linköping. Visit at Flygvapenmuseet in Linköping. Official IntSaab dinner.

- **Sunday 14 August**

Chairman's meeting. Different workshops. Car show and market open for everyone.

Registration will open in January 2016.

For more information go to
www.intsaab2016.com



ESSEX SAABISTS TAKE OFF

If you are in or around the Essex area contact me for details of our next meet.

Andrew Ballantyne,
andrewballantyne234@gmail.com

BORDERS SAABISTS?

I've seen many a Saab flash past me in North Northumberland, so there must be some SOC Members in the Secret Kingdom or indeed in the Scottish Borders. If anyone feels like getting together or maybe organising some runs/events then please email me on black.light1986@yahoo.co.uk

Phil and Jude Schwartz, 021918-1



LLANELLI DISTRICT MO STEAM FAIR AND CLAS

With next year's National being held at Pembrey Country Park, when Dragon Saab found out that there would be a classic car show at the park we couldn't miss out on an opportunity to see how the venue would fair with hosting a classic show and event.

The show was run by the Llanelli District Modellers Society who run the very impressive narrow gauge miniature railway at the park and Pontadawe Classic Car Club. An invite followed a chat with the railway guys for us to attend the show and to have a club stand. Free camping was offered for exhibitors and, although all our cars don't qualify as classics, (well they are in our eyes!) we were invited along to display any Saabs that our members would like to bring along.

Being the last weekend in September we decided against the kind offer of free camping and decided that a run down the M4 early Sunday morning would be the best option, especially as the park is only an hour's drive from our meeting point at M4 Cardiff services.

The week running up to the show was glorious and hardly the usual weather for the time of the year. Sunday came and with it the sunniest day of all, it was 19 degrees, we had brought our event shelter and purchased new sides to shelter us from the wind and rain that we expect at this time of the year in South

Wales. In fact we all found ourselves sitting outside the shelter trying to remain cool and enjoying this unexpected 'Indian Summer'.

As many of the Dragon Saab gang hadn't been to Pembrey before it was a great opportunity to get everyone to the park to show them around the site ahead of next year's National. Although we've talked at length with the rest of the Club, upon seeing the park everyone was extremely impressed with what it has to offer on-top of what we will be putting on over our weekend. Many Dragon Saabers took advantage of a free vintage open top bus ride to explore the park which passed the archery field, which will be our National's 'Saab Only' event field.

The show was a complete mix of vehicles with just about everything you could imagine; stationary steam engines, steam engine rides – both full size and miniatures, you could see that all the families were having a ball! There was also a display of vintage military vehicles along with the standard classics.



DELLERS SIC CAR SHOW

Pembrey Country Park



Over the course of the afternoon we took it in shifts manning the stand so everyone could have time to explore some of the 550 acres. Some elected to go to the view point whilst others had a five minute stroll to the beach, suffice to say everyone was impressed! Phew, glad we decided on Pembrey!

Teatime came and we decided to call it a day and to head home. In 10 minutes we had taken the event shelter down and had loaded the cars, why does it take an hour to get set up and ten minutes to take it down!

We headed from the park, working our way towards Llanelli passing picturesque Burry Port along the way. We noted the travel times to the main hotels (Travelodges and Premier Inns) which are around 10-15mins from the Park. Burry Port is much nearer, around five minutes away but with no large hotels there, accommodation would be mainly B&B's.

Reaching the M4 we made our way home, content that we'd made the right choice with Pembrey.

Roll on next year 29-31 July, We can't wait to show you all.





STEVE WOULD LIKE YOUR DATES **FOR 2016**

MARCH

Saturday 5 – Sunday 6
Restoration & Classic Car Show
NEC Birmingham. See advert on page 25 for details

MAY

Sunday 8
Swedish Day
Hazelbury Mill, Somerset.

JUNE

Saturday 18
Peaks and Dales
Derbyshire. See page 14 for details.

JULY

Friday 29 – Sunday 31
The National 2016
Pembrey Country Park. See page 14 for details.

AUGUST

Friday 12 – Sunday 14
IntSaab 2016
Vadstena, Sweden. See page 15 for details

OCTOBER

Saturday 29
SOC AGM
TBA

NOVEMBER

Friday 11 – Sunday 13
Classic Motor Show
NEC

Steve will be grateful if all Local Groups can submit their events for 2016 as soon as they are planned. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for "WHAT'S ON" ONLY in the March/April 2016 issue is 29 January 2016.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Regional Group Meetings and Contacts

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

hold their Club meetings every second Saturday of the month at The Green Man, Eversholt.
Contact: Christian Sawers
T: 01525 402749
E: bedsbuckshertssaab@googlemail.com

BERKSHIRE, HANTS & OXFORD SAAB

hold their Club meetings every last Sunday of the month 2pm onwards at The Ambassador Club, Hangar Road, Tadley, Hants, RG26 4QQ.
E: berkshantsoxsaabs@outlook.com

CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

hold their Club meetings every first Wednesday of the month at The Red Bull, Congleton Road, Church Lawton, Cheshire.
Contact: Chris Boffey
T: 01270 624659
E: sc.s.branch@ntlworld.com www.2csaabbranch.org

CUMBRIA SAAB

Contact: Derek Best
T: 01900 814317

DRAGON SAAB

hold their Club meetings every first Tuesday of the month from 7.30pm onwards at Ty Nant Pub, Ty Nant Road, Morgantown, Cardiff, CF15 8LB
Contact: Chris Redmond
T: 07970 000164
E: red_one900@hotmail.com

EAST ANGLIA SAAB

hold their Club meeting every first Thursday at The Woolpack, The Street, Fornham St. Martin, Bury St Edmunds, Suffolk, IP31 1SW from 7.00pm onwards.
Contact: Rachel Hillier
T: 01379 740 158
E: sootysaab@aol.com

EAST MIDLANDS SAAB

hold occasional meetings and days out during the year at The Red Lion, Kegworth, DE74 2DA.
Contact: Peter Briggs
T: 01623 432531
sonnett2stroke@sky.com

EAST SUSSEX SAAB

hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick.
Contact: Toby Field
T: 01323 460 363
www.eastsussexsaab.co.uk

EBOR SAAB

hold their Club meeting every second Wednesday of each even-numbered month – 7.30pm for 8.00pm The Grey Horse PH, Elvington, near York.
Contact: Karl Moxon
T: 01482 847120
E: 38mox@38mox.karoo.co.uk
or Chris Greenwood
T: 01482 562087
E: brindlegreenwood@gmail.com

LANCASHIRE SAAB

hold their Club meetings every second Monday of the month from 7.00pm-10.30pm at The Hesketh Arms, 81 Liverpool Road, Rufford L40 1SB.
Contact: Steve Alty
T: 01772 769015
E: steve.alty@lancashiresaabownersclub.co.uk
www.lancashiresaabownersclub.co.uk

NORTH OF SCOTLAND

Contact: Derek Darnell
E: derek@ddarnell.f9.co.uk

NORTH WEST SAAB

hold their Club meetings in Manchester every fourth Tuesday of the month. See website for meeting location www.saab-nw.co.uk.
Contact: Richard Elliott
T: 01457 852 944
or John T: 0161 929 9155 www.saab-nw.co.uk

SOUTH WEST SAAB

hold their Club meeting every first Wednesday of the month at Coopers Mill, Brunswick Street, Yeovil, Somerset.
Contact: Alex Rankin
T: 07963 066384
E: therankins565@btinternet.com
or Robin Morley T: 07515 112120
E: robin@southwestsaab.co.uk

SOUTH YORKSHIRE SAAB

Contact: Keith Long
T: 01226 385 139
E: saabinn@virginmedia.com

WEST MIDS & WARWICKSHIRE SAAB

hold their Club meetings every first Tuesday of the month at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport.
Contact: Rich Bone
E: wmwsoc@yahoo.co.uk
www.wmwsoc.co.uk



A sincere thank you to Ashby Garage (Lutterworth). The team offered to hold the Saab Owners Club 40th AGM – we really appreciated your kind hospitality.

SAAB OWNERS CLUB AGM 2015

The Saab Owners Club GB exists only due to the kindness and support of our Members and backing of companies such as yourselves. Saab Drivers are a very loyal motorist, and even past Saab drivers still have a soft spot in their heart for the brand.

Ashby Garage has been family owned and operating since 1948. Opened by Mr Tom Williams, as TB Williams Garage, in those days there were no diagnostic computers or online help files from the internet, just knowledge of what you were working on!

Initially, the garage serviced British Leyland vehicles/Austin Rover, over the years and eventually in 1980 Ashby Garage became part of the Saab Franchise and started supplying new Saab cars and also offered service and maintenance, which of course is still a big part of the business today. A collection new/old stock is still

available for certain models, so if you are in need of a part it may be worth giving them a call.

John Underhill became a master Technician in 1985, this as you know is a very prestigious title, basically it says he knows what he is talking about when it comes to motor vehicles! Anyway, moving on, as time went on John decided to buy the business and first and foremost – as has always been the case – be customer focussed, this is something that was demonstrated to me as I spoke to some of their customers over the day. One memorable customer, Mr John Reynolds, said he has been using this garage for many years and would not dream of ever going to another garage, there is even a customer who travels up from Buckinghamshire, just to get their car serviced by Ashby Garage.

The workshop is fully equipped for all

aspects of maintenance/diagnostics works and they also carry out MOT preparation and tests, no job is too small or too big for this very friendly company.

I hope the Saab drivers local to Ashby give them a try, I am sure you will not be disappointed. Ashby Garage are now also an authorised Saab repairer as per ORIO (Saab Parts), so any parts or upgrades you want for your car, they can supply. Thank you again for your hospitality.

Elli



AROUND THE UK



Happy New Year to you all. I hope you all had a great festive period and enjoyed the welcoming of 2016. Last year was a packed calendar year for Saab Owners Club Members, events were aplenty up and down the country, and I hope we have a repeat of that this coming year. Talking of 2015, that's where we are going to start this edition, with the Dragon Saab Group Ross and Roll day.

Dragon Saab Ross and Roll

On a very crisp Sunday morning, Mrs Elli and I set off for a jaunt abroad, well OK... Cardiff, a glorious drive through the hills of Ross and Monmouth and we were soon onto the M4 and heading into Cardiff. On arrival, 12 Saabs had already parked and more were turning up as we had a coffee. We were issued the route (tell you what, these guys are organised), surprisingly of all the Saab drivers that attended – I know for a fact several of us also have a C900 – and yes you guessed it, not one C900 was on the run, there were more 9000's and 9-3 variants than you could shake a stick at! We even had one of the last 9-5 cars there (gorgeous car) and of course a 96 – well no Saab event is complete without a 96 or two. Anyway, enough of my boring babble, Johnathan has sent in a far more sensible report, please read on.

"The weather was set fair for the second annual running of our Autumn Ross and Roll run (a drive around the wonderful Forest of Dean and surroundings), as 13 Saabs and their occupants met up at Junction 30 of the M4 early on Sunday morning, 11 October. The cars covered a wide spectrum, from Ian Meakins 96 Two-Stroke to Roger and Sylvia Dyers second generation 9-5 Aero.

"A quick sprint eastwards on the M4 led to the A48 (the main



South Wales trunk road before the M4 was built) and a scenic drive up into Gloucestershire and the Forest of Dean. At Mallards Pike Lake there was a short stop for drinks and snacks and to meet up with David and Anne Dallimore and their sublime 99 Turbo.

"We then went into the heart of the forest to survey the wonderful autumnal colours. A drive through Ross on Wye and on towards Hereford led to the Grafton Pub, where 27 hungry people sat down to a welcome meal.

"A post-lunch drive back down through Monmouth led to a hilltop National Trust property called the Kymin, with its Naval monument (dedicated to various 18th century admirals) and roundhouse (built as a gentleman's club in the 18th century). The building was once visited by Lord Nelson.

"The views over the valley to Monmouth were truly spectacular. The visit was a special end to the day and grateful thanks must go to Sara and her husband, the National Trust custodians, for their warm welcome, informative talk and tour of the site.

"And, of course, a special thank you to Johnathan and Jane



Jenkins for a fabulous day out, we thoroughly enjoyed the day, and I for one look forward to seeing you all again at the Saab Owners Club National in Pembrey (South Wales)."

Right place – right time

Some people seem to be at the right place at the right time ...all the time. Take Club Member Tony and Julie Free for example, they just acquired a gorgeous Black 9-3 TTid, with all the comforts at a really good price. Tony explained to me he went with a friend to view another car, Tony saw the Saab and instantly was interested, a couple of days later it was a done deal! I think the Saab count in their household is a whopping nine of varying models (do you think they are fans of Saab?), well please read on as Tony has sent me a few words.

"Hi Elli, following our chat at the Dragon Saab Ross and Roll, I have put pen to paper for you. We have two new additions to our Saab fleet! Unbelievably, both cars were bought when we weren't really looking! The 2007 Convertible was spotted at Astley Saab, Yeovil when we were dropping off a friend who was collecting their new 9-3 Aero Convertible. Needless to say, the car caught our eye due to the colour, Cerulean blue! Anyhow, after speaking with the salesman we agreed a price and an order was placed! We decided that this was the car we were going to take to the Norwegian International Saab meet. The car was serviced and the addition of several options including a rear boot spoiler were fitted. The car felt a bit underpowered as it was a 1.8t! It was decided to Hirsch it, as Hirsch had a half price sale for pre-2007 models. Power raised from 150bhp up to 195bhp! Needless to say it performed brilliantly during it 4000 mile jaunt across Northern Europe and Scandinavia!

"The other recent addition came about whilst helping another friend out collecting a recent purchase a Vauxhall



Frontera 3.2i V6. In the same yard, a 2010 9-3 TTdi Turbo Edition Sportwagon in Jet Metallic Black with full Saab service history was spotted. It has the TX package fitted which includes Aero style front bumper, special alloys fitted (ALU 81) and grey rear boot trim. Inside, carbon fibre door inserts are fitted. The car is fully loaded and what caught my eye was the ultra rare sunroof! Roof bars are fitted as well. I enquired about the price and I was told that I could have it for a very good price. Such a good price that I decided to buy it. I have since spoken to the previous owner, who told me that brand new turbos were fitted less than a year ago! The car drives wonderfully! So it seems whilst helping out friends collecting cars, I have been instructed by the other half not to help out any other friends in future! I wonder why?"



AROUND THE UK

Berkshire, Hampshire and Oxfordshire Group Launch

Well, after holding meets over the last few months, the founders of this new Group decided to become affiliated to the SOC GB.

So, after many email communications a date was set for the official launch, Sunday, 29 November and I made the journey down to the meet. I honestly expected to be the only one there, but on arrival, I struggled to find a parking space, the great spirit of the Saab driver would not be ruined by the heavy wind and rain. A great buffet and a welcome by our new Chairman, Dr Reid (nice chap) saw the Group officially launched.

Thanks to Rob, Paul and Ade (Group contacts), for keeping Saab alive in their local area, please do support them by visiting when you can, for further info please email

bedshantsoxaabs@outlook.com – incidentally they are a wealth of Saab knowledge and info so it may be well worth the visit just to ask questions.

Gaydon Heritage Museum Visit

Well, let's face it, this event was virtually on my doorstep so not turning up was really not an option. A short drive to Gaydon Heritage museum, and I was met with a car park full of Saab Cars.

On arrival we were given a private tour of the venue and an explanation of how the facility came to be there, some really fascinating and wonderful old cars were on display. I saw a few old Formula 1 cars, one of the cars was driven by racing legend Jackie Stewart. I am amazed at how little space there is in these cars, elbow and body space is minimal to say the least!

Thank you to Christian Sawers from

Beds Herts and Bucks Group for this great day out.

North West Festive Cheer

Rod Leach sent us a festive picture of The North West SAAB group and seasonal greetings to all SAAB enthusiasts from their annual Christmas Bash (right) held at the Glossop Golf Club on Tuesday 15 December.

Twenty seven members and guests enjoyed a sumptuous hot pot supper and vegetarian option followed by apple pie and cream, or chocolate cream cake. Richard Elliott offered his thanks to the Group for another year, and already has plans for 2016.

The 9000 CSE Aero

Thank you to John who took the time to write to me. John, I can't tell you enough how right you are about this model of Saab, I know the C900 was



engineered to a very high degree, but I agree you are right, the 9000 was a beautifully built car. The Top Gear episode of 'Tribute to Saab' pointed out that Saab actually made a loss on each 9000 sold, such was the build quality. The 9000 shared a design plan with a couple of other manufacturers, but Saab was never happy with the group overall design and went on to further improve the design set out by the other car companies.

The result is I have a 21 year old 9000 (which I was going to sell) which runs so smooth and relaxing I am going to have resprayed in the same colour and have the wheels refurbished – incidentally Mrs E, thinks I am going to sell it late 2015 ...no chance! I have mentioned this car so much I just know you are all dying to see a photo, so I have included a shot, I have nicknamed him Keith, on account of the KFE registration.



North West Saab Christmas bash



AROUND THE UK



The odd Picture... yes odd because it's about a Ford? (Yep, it's ruined our Saab magazine).

You may have noticed a Ford Sierra in this section (no I ain't gone mad) with a Toppola bolted to it that is from a Saab.



SOC Member (Terry) turned up at one of our local meets and suggested we would like to see what he had outside in the car park. Well, reluctantly and with support from the other guys we saw the Toppola secured to the Sierra. Oh Sorry, for those who are wondering what the heck I am on about, the Toppola was basically living accommodation which was bolted to the Saab C900. I am sure on the first edition of the GM900, the tailgate of the car was removed and the Toppola placed over where the tailgate would have been. Basically it's a caravan on your roof! The interior on this example was fantastic, with full cooking, sleeping and living accommodation.

To be fair it fitted the car pretty well, but did not suit it as well as it fits a Saab! Well of course I am going to say that, (its true though).

Group Books

Please don't forget the books are due by the end of March 2016. If you can, please do send them earlier, as this helps with the accounts for the year, I will send replacement books by return.

And Finally

This is my cut down version of the Around the UK due to the fact that I have also written the NEC special pages, I will catch up in the next edition. I look forward to seeing you sometime this year, have a great New Year.

Keep the faith... keep Saabing.

elli

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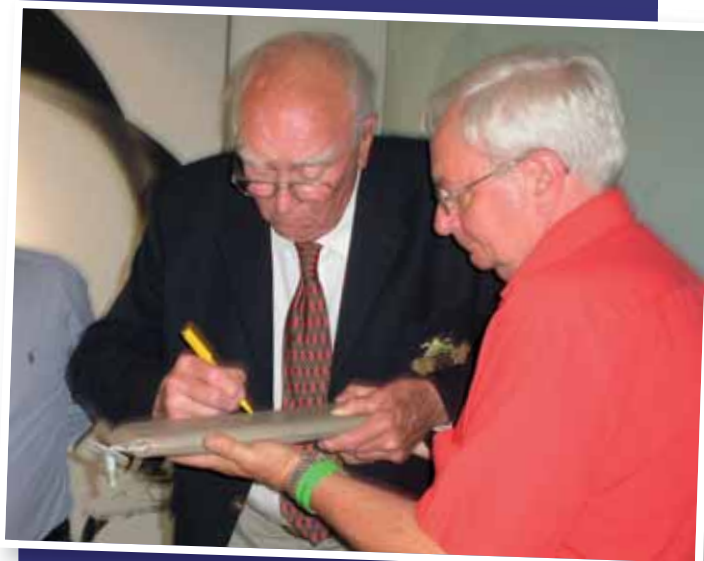
**Club ticket (adult 16 years+) offer applies only when booked in advance. Club singleticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to an exhibiting club stand and they will benefit from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £4.00. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

MEMORIES OF ERIK

The perfect gentleman

Felt I had to contribute my own memories of Erik. I first met him during the RAC rally more years ago than I am capable of remembering, when he nearly took me out at a check-point and in doing so put his Saab on its roof, but later denied it! So it was a pleasure to meet up with him again at the Winter Weekend event in Stratford-on-Avon in February 2011, and to listen to his Saab exploits. He was the perfect gentleman and it showed when he saw that, like himself, my wife had to resort to a walking stick. We were assembling in the hotel foyer for the final photo shoot when he took my wife's arm, saying "come along my dear, with our walking sticks we should go down together." Edith, my wife, was not entirely sure how to take this but hoped he meant to the assembly. Not surprising, she treasured the resulting photograph in the magazine. However, I do find it rather strange that my wife, born the same year as Erik, actually died the very same week as Erik!

Mark Robberts
Membership number 020693D-3



Erik Carlsson

Though I have been around the Saab world and cars for over thirty years, I had only really been in Erik's company at the odd car launch and SOC events. I got to know him more after he sent a signed copy of his book, Mr Saab, as a present to my late wife, Frances, and I at our wedding in 2005.

I met him at National and International meetings many times since and have got into conversations with him, a lot of the time about how far we had travelled in the older cars which he loved to see at these events. But it was at Mike and Hilary Philpott's winter weekends that we would spend more time talking one to one about the old days of rallying and of his love of Saab and all that it stood for. I know there must be hundreds, if not thousands of photos of Erik standing at the side of red 96 two strokes including mine, but Frances was very pleased when he and Brit Marie posed with her and her beloved 9-3 Convertible at one of these weekends.

Earlier this year I had the great honour to be asked to take my 96 two stroke to be part of the display and drive away of red cars, including 283 from the Saab Museum in Trollhättan at Erik's Memorial Service in Eaton Bray. I will always remember him as a warm and genuine man; as someone once said 'a gentleman passed this way'.

Steve Trigg

Classic Car Tribute to Erik

The Saab Owners' Club paid tribute to Erik Carlsson with a three-car display.

Erik Carlsson who was President of the Club, died on 27 May, Age 86. He was informally known as 'Mr Saab' because of his affiliation with the company.

The Club displayed those of his most famous cars, which included a Saab 96-V4 which he rallied throughout 1962, and 1987 and 1988 Saab 9000 Carlsson, named in the late rally ace's honour.

He won the RAC rally three times and the Monte Carlo twice in a Saab 96, and had 19 international victories, all in Saabs, between 1955 and 1970.

Elli Wilson, Vice Chairman of the Saab Owners' Club of Great Britain said: "Erik was larger than life and the memories he has created will continue to live on".

Classic Car Weekly



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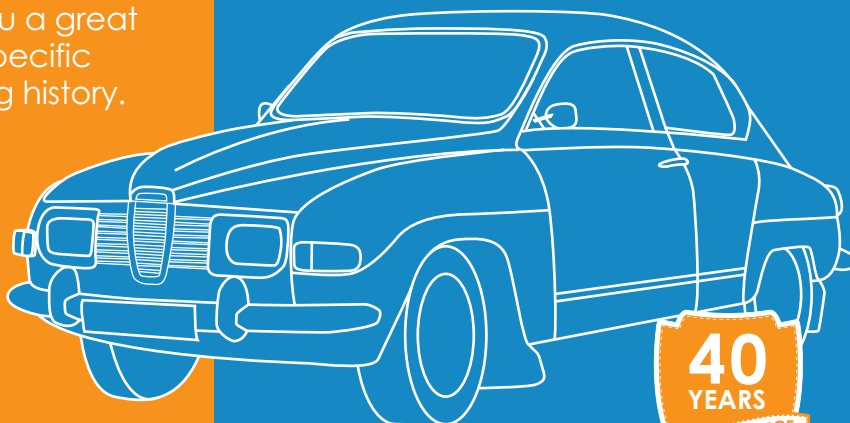
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NEC CLASSIC 2015



“Welcome to all our new Members – 42 joined at this year’s event.”



What a brilliant weekend, I am not sure where to start with this section, but I know for a fact it would be rude of me not to thank all of the team who gave up their time to help out on the SOC stand, without you the SOC would not be able to host such an impressive event and be able to help Members and new Members alike with queries and fantastic work over the weekend. The cars on the stand were supplied by Carl Byrne (9-3 Viggen Convertible), Greg Styles (96V4), Lionel Thatcher (9000 Carlsson) and Nic Cooper (C900 Carlsson).

Set up started on the Thursday, prior to the first open to the public day (Friday). The planning of the stand starts the moment the current show finishes, so yes, I am already planning the stand for next year! Each day we were on the stand from about 08:00am and preparing and clearing up for the busy day ahead, and not leaving until around 19:30pm each day. To say we were exhausted is truly an understatement, I feel the same pain as all of you, though my legs and back are slowly starting to feel attached to my body again. My voice however is another story, that's still missing!

Welcome to all our new Members, (42 joined at this year's event) and a very warm welcome to you, please don't be a stranger to the Club, as you experienced on the stand we are all very friendly and welcoming and hope to see you at events that are put on up and down the country, and even over into Europe. Just a bit of background for the new Members: the Saab Owners Club GB has been running for over 50 years and is run entirely by volunteers, we do not get any payment for our work, we do it purely for the common enjoyment we all share... Saab cars! In the main, we all have ordinary 9 to 5 jobs, and events such as the NEC Classic are organised and run on a voluntary basis, of course from time to time we get things wrong, but we will always do our best to resolve any issues as soon as possible. Please note in the first instance, any membership queries should be sent to membership@saabclub.co.uk as highlighted by the team on the stand. The Saab Owners Club supports all models of Saab cars, please do make use of the benefits associated with your membership, a lot of the Saab specialists will give you discount on servicing etc, and parts suppliers will also give you discount, you are usually just asked for your



membership number and postcode so that they can cross reference your membership number, no other details will be asked, unless of course you are dealing with an insurance broker, who will need all your details.

The stand was visited this year by many TV celebrities; Edd China, Fuzz Townsend and Ant Anstead all visited and sat in the cars for the photos being taken by all on the stand, Liz Broom in particular did not miss out on this and supplied me with some of the photos in this section, also thank you to Nick Thursfield for some great shots of the event.

I always welcome the new Members by name following the NEC and this year, as we have had a bumper number of new Members, I found it just as important as ever. As you will see from the pictures, Mrs Elli has fallen in love with Ant and Fuzz from Channel 4s Car SOS programme (great news for me... now where's the advert for the TurboX!). Moving swiftly on before I get throttled, the Saab Owners Club stand was amazingly busy all weekend, and I know we certainly made one Members' 2015 complete, Andrew Smith of London, who runs a TTid Convertible could not find the stand and was just about to leave the show, when by sheer luck, he saw NEC security guard (Paul Tidmus who incidentally joined over the weekend!). Andrew asked Paul why Saab were not present, Paul then advised we were in Hall 5, Andrew said he made haste towards the stand that



would shame an Olympic sprinter... tell you what though, Andrew had a list of questions almost as long as a Saab 9-5, anyway after we had satisfied his questions he went away a very happy new Member. We certainly hope to see you at an event this coming year (note to all, don't forget the 2016 National is in Pembrey, South Wales this year), don't forget local Groups also arrange events and runs up and down the country, so if you are able please take part. Talking of Events, our Members in the Emerald Isle (Ireland) and our Scottish Members also asked about a visit to their neck of the woods, if you are from either of these fantastic places and prepared to help with arranging this, please do let the SOC Directors know directors@saabclub.co.uk

New Members at the NEC

I would like to extend a very warm welcome to Members who joined at the NEC so here goes: Mr Paul Hissy, Mr Paul Johnstone, Mr Barry McGuire, Mr Geoffrey Merry, Ms Svetlana Malkova, Mr Torbjorn Johansson, Mr Andrew Batson, Mr Anthony Pearson,

Mr Stephen Greenslade, Mr Donal McGettigan, Mr and Mrs David and Amy Carnaffin, Mr Patrick Rowthorn, Mr Phillip Clisham, Mr Gerry Doyle, Mr Gregory Styles, Mr Ian Pope, Mr and Mrs Peter and Annette Ellens, Mr Niall O'Byrne, Mr Jim Chadwick, Mr Andrew Walker, Mr Kristopher Chatterton, Mr Andrew Smith, Mr Calum Brown, Mr Robert Willat, Mrs Charmtine Hindle, Mr Steve Lord, Mr Paul Tidmus, Mr Phillip Rivers, Mr Edward Faloon, Mr Brendan Carroll, Mr Brian Gifford, Mr and Mrs David and Deborah Kerrison, Mr John Fearman, Mr Mike Richards, Mr Chris Kirk, Miss Kinga Obermiller, Mr Michael Reid, Mr Mark Wens, Mr Malcolm Knight, Mr Andrew Dickens, Mr Andy Short, Ms Lisa Dewsnap – welcome to you all. Please don't be shy to attend events or if you find you are unavailable to do this, please just send in pictures of your car along with a few words, oh and most importantly none of your details will be sent on to any third party companies to pester you with unwanted calls or emails.

Once again welcome to the Saab Owners Club GB.

elli



E4, (Phoenix) the next chapter

Due to some change in circumstances, 'a catastrophic episode' the time had began for a little change, something which I would have preferred to have avoided but unfortunately could not.

Anyway, that behind me now time to move on to another big power build but slightly more than e3.

The main change was moving on the 9-5 dame Edna, which I must say that even the chrome around the headlight is beginning to grow on me.

The hybrid 234-t7 engine has been almost stripped right down ready to be sent off for a chemical dip and the rest of the engine to be refreshed with new Piston rings, bearing shells (big and mains) but still keeping the balance shafts.

Shopping for parts has already begun with new braided water and oil lines – with thanks to Jtc for sorting that out – and also an upgraded intercooler supplied by PFS (and a thanks to Paul for the speedy service). PFS have now got a dedicated site for do88 products which can be found at www.do88.co.uk

What I will say is that this do88 intercooler is extremely good value and arrived very well packaged and also comes with full installation instructions.

Once the build is complete I will share my findings or I may do some dyno tests before and after the installation to look at the performance gains over the stock intercooler.

Not a great deal is happening on the tuning scene currently but here are a couple of post bag replies. Please do keep writing in with your questions and I'll do my best to answer them.

On another note, if you have a tweaked Saab you would like me to feature you can do so at boost@saabclub.co.uk

Thanks for reading!

Adrian





SAABBOOST postbag

To fit or not to fit?

I'm on UKS and seen that you have Maptun coilovers fitted. I'm running B8 with H&R springs on my 9-5 but considering coilovers. How does it feel on the different road surfaces, especially on long journeys with load? Do they become unbearable after a while? Would you say they are only slightly stiffer than the B8 or much more once settled? Wheels are 225/40/18 on 9x18 et35, would you recommend going to a 45 profile to absorb some bumps - should I opt for coilovers?

Andre

Andre, regarding your enquiry for Maptun coilovers, they are a track developed set up but manageable on the everyday road, they're not everybody's cup of tea but suit my needs.

The negative side is ride quality is compromised, but you can't have your cake and eat it!

The positive side of the set up is once you do find a nice bit of road or even better, track, they really do shine. Another positive for me is that they do help keep your urban speeds down which is why I have a clean licence. Also, body roll, there's none! and really does handle like it was on rails.

Other benefits are that you are able to fully adjust the ride height and camber as long as you know what you're doing. The best way to set coilovers is to have them corner weighted if this is your chosen route, personally I have been in and also driven a few cars with either a B8 Maptun/Eibach set up, both of which had been fully poly bushed and I must say I was very impressed with both overall compliance and feedback.

Fully laden wasn't an issue at all, the spring rates can more than cope with a heavy loaded car.

My advice is, unless you really want that lowered stance or use it for track purpose, then I would probably stick with your current set up.

For my next build I will probably go down the ~B8 route as opposed to coilovers.

Remarkable Transformation

I am a new SOC Member with a 'bog standard' 2006 9-3 1.9TiD Saloon (150BHP).

I am thinking of having the car re-mapped, nothing too adventurous just Stage 1. An internet search produces a plethora of

companies offering remapping, some at less than half the price of others. I am aware that Hirsch and MapTun are the two recognised upgrades but it occurs to me that the Club is likely to have knowledge of which companies are reliable and which should be avoided.

Thank you for your email. Regarding advise for mapping your TiD I would only trust reputed tuners for this.

I would definitely go with one of the main stream tuners when diesels are concerned, your options are Maptun, Abbott Racing or Hirsch – they would be the top of my recommendations.

Maptun do a device called a maptuner where you can upload your map in the comfort of your own car, others may require you to take the vehicle to them.

Most stage one tunes should be a huge improvement over the stock tune and keeping well within the engine's capabilities, thus offering reliability.

Adrian, I said I would update you when I made a decision.

I found a tuning company in Bradford (not far from me) that offers Stage one tuning at their base for £200 (£250 for mobile tuning) but have a special offer of £150 during November.

When I talked to them they sounded knowledgeable and competent and their quoted performance gain was in line with Hirsch/Maptun's figures so I was happy that they wouldn't over stress the engine. So, being a true Yorkshireman, I went for the cheapest option and I must say the transformation is remarkable. Acceleration is improved all the way up the rev band, torque greatly increased judging by the way it now pulls up hills and, most noticeable of all, fuel economy is much better judging by the limited mileage I have done since the work. On the steady run the SID indicated 57 mpg but on the way back at the same speed it was 74 mpg. OK, SID isn't totally accurate and a single steady motorway cruise isn't representative of day to day driving but on a like for like basis that's a big improvement. I'm now wishing I'd had the work done years ago as I would have saved a small fortune on fuel.

All in all I'm very happy with the upgrade. Thanks for your advice.

Trevor Oxley





By the time you receive this edition of the 'Driver' the Christmas festivities should just be a happy memory, so I hope you all had a good time and the New Year has started well for you.

As I write this in mid November, the first snow of the year has arrived and there has been a couple of inches lying for the last two days, hopefully not the sign of a hard winter to come. I will start by thanking Geoff and Derek who have kindly sent me articles to help keep the Sonett page going, so for the first time in over a year I have a bit in the store. Please do not let this stop you sending things in, it certainly helps make my life easier.

In the last magazine I reported that my own Sonett (#151) was again in bits due to a reed valve failure and I had hoped to report this edition that it was fixed again, but not unexpectedly it is not the case. I was a bit reluctant to strip things down too far as the last two stroke I worked on was a Yamaha motorbike, so I spoke to Tim Bishop again and arranged to take the car back to him so an expert could sort it.

Whilst sorting out the logistics (Tim is nearly 500 miles from me) I was browsing the classifieds on UKSaabs when I noticed a Saabo caravan for sale. Having wanted one of these for many years (there are allegedly only three in the UK) I contacted the seller. The Saabo was in Kingston upon Thames, so a plan was hatched and the Sonett was delivered to Tim and the Saabo collected. It is a major project (there is no interior fitted) so I am currently clearing space in my shed to get it inside to allow work to start. As there is no 'Saabo Registrar' in the SOC (with three vans it would be a quiet job!) I will do an occasional update if and when there is progress on this page if people are interested. If anyone else has a Saabo, I would be very pleased to receive details and also feature it here if I run out of Sonett stuff.

I will sign off at this point but thank Derek for the photograph of the Sonetts taken at Trollhättan and I have also included a photograph of the Saabo as it arrived home for those who may be unfamiliar with them. To show how small the Saabo really is, that is my Kubota lawn mower it is hitched to for moving it around!

Happy Sonetting

Nick





In the 1952 Monte Carlo Rally the best roads for the Saab 92 were the winding and icy Alpine roads.



Mrs Greta Molander and Helga Aberg receive their prizes after the successful winning of the ladies class in the 1952 Monte Carlo Rally.

The following article was taken from the in-house magazine Saab Sonics No. 17 1952. The magazine was produced by the Saab Aircraft Company, Sweden and occasionally mentioned the automobile side of the company. Thanks to Keith Long the Club Historian for sharing the magazine.

The Triumphant Saab 92

The best evidence of the Saab car's excellent road holding qualities and robustness has perhaps been the brilliant results it has achieved in the national and international competitions in which it has taken part. In spite of the fact that its numbers are not as great as those of the most strongly represented makes, the Saabs 92 has continually been found at the top of the result lists. The individual placing of Saab cars has always been good but even more distinguished has the placing been when up against the best type-teams in the Swedish reliability trials.

In all trials during a period of two years when a Saab 92 team has been entered, it has captured first prize, a performance which has no parallel in the annals of Swedish motoring. In this sort of trial, three cars are entered and the result is based on the performance of all three. Thus, if one drops out, the team is finished.

The first competition in which the Saab car took part was the 1950 Monte Carlo Rally. Two Saab cars started and both completed the course, thereby winning a second prize in the ladies class. About

60% of the cars taking part in this rally dropped out before the finish. The next event for the Saab-92 was the first Swedish rally to the midnight sun (Svenska rallyt till midnattssolen) with a strong international field taking part. Two Saab cars were entered and both completed the course of about 2,000 miles (3,000 kms) capturing a second prize in the class for cars with motors of 750-1100ccs. The actual road driving in this event was fairly easy despite the fact that the average speed on certain stretches was over 46mph (75km/h), therefore, the final placing was decided by a hill climb and a brake and acceleration test. In the last of these one of the Saab cars was the winner. After these competitions, interest in the Saab 92 began to increase rapidly and its name shone ever more frequently at the top of the results of various events.

The culmination of the season was the Swedish National Cup Trials (Rikspokalavlingen) which was a threefold victory for the Saab-92: trials winner, winner in the ladies class and team winner. This event is our country's biggest car reliability trial. The 465 mil (750 km) course lies over the most winding roads which can be found and partly over 'roads' which everyday motorists usually consider to be impassable for ordinary private cars. The course is driven at a mean speed of about 30mph (50km/h) and without any other stops than the time required for refuelling. All outside help is forbidden.

Further articles from Saab Sonics will appear in future editions of 'Driver'. In the meantime I would be grateful for any news about events attended or restorations being carried out involving Saab Two-Strokes.

Safe two-stroke Saabing.

Peter



Last UK V4 sells at auction

Souvenir no. 150 of 150 recently sold through Classic Car Auctions, making a very healthy £12,000. A very special car, not only is UKU96S the last 96 officially imported to the UK, but it's something of a museum piece being 100% original and with a tiny mileage. The blurb from the CCA advert said: 'Just 3,010 miles... and the very last 96 V4 made for the UK market.'

This important 1978 Saab 96L 'Souvenir' V4 is No 150 of the last 150 right-hand drive Model 96 V4 produced for GB with a certificate present from Saab themselves to confirm this.

It is described as not a restored car but factory original. The underside is said to be as clean as the top! The Cardinal Red paint colour was unique to this last UK batch of cars. New tyres matching the original spec were fitted last year as the original tyres were displaying light cracks. A new (old stock) exhaust was fitted about two years ago.

I know it used to be owned by Bryan Morris in Swansea, but I know little else of its history. I have a feeling it spent most of its life in Gordon Lamb's Sheffield showroom, but may be wrong. If anyone has more information, please get in touch.

Another Souvenir

Seeing my Dad's 96 on the last 'Driver' cover prompted Rod Leach to register his Souvenir.

"PGL 873R Souvenir is the dead spit of the Nov/Dec issue cover picture and you will see the two registrations are just a few alpha/numeric in difference. Mine is also Cardinal Red Metallic and has been mentioned a couple of times in the articles on NW Group events."

"Prior to the winter lay-up I decided that I would top-up the Waxoyl in the sills and check the underseal. Oh woe is me! On injecting the heated, runny Waxoyl it began to re-appear from both ends of both sills. Beneath the apparently sound underseal, corrosion had been at work, hidden from view and I now have four sets of bottom plate and inner wing plates needing welding up. Date is set for January. I will remove all underseal from all vulnerable areas at the same time"

because, though further investigation shows there is a lot of 'good' original metal, the underseal has become porous."

Sadly, this is not unusual with the Souvenir 96s, many have succumbed to tin-worm, but thankfully Rod caught his in time to repair before it became terminal.

Rod is also selling many interesting parts dug out from his stores, including an exhaust, low mileage crank and pistons, reconditioned wiper motor, inlet manifolds, Motorcraft carb with filter box and ancillaries, heater matrix, crankshaft oil seal and a batch of early indicator lenses, interior bits, gauges etc. See Rod's advert in the Classified section for full details.

Al's New Year Resolution

I have one big Saab this year, given how little time I have to 'play' with the old cars (something on the 9-5 usually needs attention...).

Rose's 96 will be back on the road and running smoothly. I will fit its Weber 28/36 and a Jetex bought from Ian Frank, and clean out the fuel tank again. I doubt the bodywork will be done this year; I want it to be mechanically 100% first. Its originality and 'patina' make it quite presentable even with slightly crusty front wings. Rose will be 17 in just over two years so I'm running out of time.

Then I will contemplate making a start on Elanor's Jubilee 96, which is currently an ultra-low mileage (19,000 from new!) Meccano set, but that will be a task for another year. She is only 12 so I have more time for hers!

Cheers!

Al

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Looking back 40 years

It has been pretty quiet on the 99/90 front so I thought I would start 2016 by looking back 40 years, to a time when the 99 model dominated Saabs car production.

In 1976 there was still a recession in the world economy and many companies were pessimistic, Saab included. The car division reported 'results for 1976 have been adversely affected by the failure to offset substantial cost increases by improved productivity and higher prices'. Things got so bad that the following year there was even serious discussion of a merger with Volvo!

In the midst of this doom and gloom, in January the year started with the millionth Saab rolling off the production line. Then in February, after years dominated by the 96, Saab Competition Department gave the 99 its debut on the Boucles de Spa rally, a round of the European championship. With its power boosted to 220bhp, thanks to a 16 valve twin cam EMS engine and driven by the legendary Stig Blomqvist, it won first time out. Despite this success, Saab's

engineers had been looking in a different direction for more power for its road cars, and in the summer the forthcoming turbo was revealed, the first everyday car to use this technology, causing a sensation in the motoring press.

There were numerous small improvements to the various 99 models, and some new introductions. The 5-door was offered for the first time with distinctive windows in the rear pillars to improve rear vision. This augmented a range which already included basic 2 and 4-door L models, the hatchback Combi Coupe 3-door and the sporty EMS. Also new was

the luxurious GLE which included an automatic gearbox, rear headrests, electric mirrors and alloy wheels with gold painted inserts! This model was a clear indication of the direction in which Saab was heading, moving away from its modest two stroke roots towards a sector of the market which would hopefully appreciate and continue to afford its unique products despite difficult trading conditions, a direction which would lead to the 900, 9000.

1976 was also the year of this special 99 - my father's 99, the first Saab I ever drove, and in which I passed my test.

Stuart



FIRST OF ALL I MUST SAY THANKS TO CHRIS DEMPSEY FOR 'LIVING WITH FREDA'

I had heard most of it first hand from Chris, but sitting down and reading through it all had me laughing out loud, I hope you all enjoyed his adventure as much as I did.

Alan, I only went and did it

I received an email last year from Alan Bunyan extolling the virtues of water injection, he went on to say that I should pull my finger out and get it fitted to our 2-door car. Well I've finally gone and done it and what a difference, the problem of pinking under full boost has been eliminated and I can overtake with confidence once again.

I made up a new bracket to secure the bonnet spring and that has allowed me to keep the water bottle more upright, just as it does when fitted to the Classic 900, so it looks a bit neater. I then encountered the problem of the bonnet hinge fouling the

front of the bottle, a quick blast from my trusty heat gun soon sorted that problem.

I have not fitted the safety bypass valve for the following two reasons; first because it's a later H engine the valve would not line up properly between the inlet and the top cast alloy pipe from the turbo. The second reason is because I don't actually have a valve any more, I gave it to a fellow 99T owner who was in desperate need of one as they have been unavailable for years.

How many 99 Turbos are left

I was asked this question a while ago by one of our Members, my reply was I haven't a clue.

You can look on the DVLA database but that only gives a partial picture. There are most certainly quite a few cars sat in lock ups, barns and corners of workshops that have not been taxed for years. I have

spoken to a few owners this year who have cars that have sat off the road for many years, one in particular sounded in very good condition and far from neglected, but on the other hand I'm sure there are some that are only fit for spares.

It's the same picture with our Members, some have had their cars from new and have never registered them, others that are still on the register have long since been scrapped.

I would welcome any comments from our Members – have you got any squirreled away?

Winter tyres

Is anyone out there in Turboland using their car all year round, and if so, have you fitted winter tyres. I would be grateful if you could pass on your experiences, please.

Chris



HELLO FOLKS!

Well what an eventful time it's been over the last two months, full of both Saab and non-Saab related things!

I'm very pleased to say that I have had a few people write in to me since the last issue; we have a couple of new registrations from Jon and Joe Radda (father and son), we usually see them every year on the Peaks and Dales run in their V4, so it was very nice to have an e-mail from Joe to register their 9000s. Jon has a CSE Anniversary, and Joe has an Aero.

I have also had a rather sad email from a Mr Jim Wilks to tell me that someone has run into the back of his 9000 and that the insurance has written it off; as such he has an amount of spares in his garage that he would like to sell cheap to other enthusiasts who could pick them up from Reading.

The parts are as follows: New and used wheel bolts, gear lever knob, constant velocity joint gaiter clip, new front wheel hub, new hydraulic tappet, rear fog light switch, bag of assorted trim clips screws and odds and ends, reconditioned calipers and brake discs, full set of genuine SAAB workshop manuals in their original ring binders and a Saab tool kit (completely unused).

I am very sad to hear that another 9000 has left the road, If any of this is of interest to anyone please contact me and I will put you in contact with Jim.

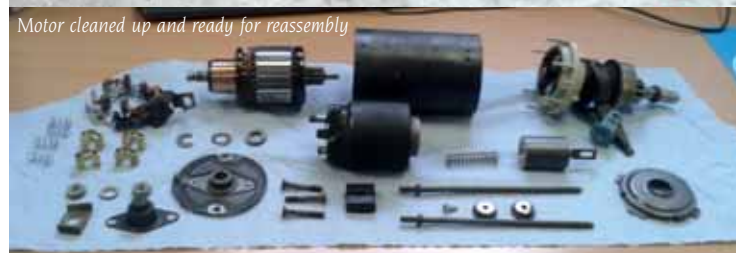
Work on my own 9000 is progressing well, I'm not as far ahead as I had hoped I would be by now, but still plenty has been done. So far, I have managed to remove and rebuild the starter motor, disassemble the entire front end and strip a lot of components from the engine, remove the turbo and disassemble it ready for a rebuild, and finally clean up a lot of engine bay components while they are out of the car.

The starter motor was in quite a state, it was to the point where even after a brand new battery it would still only just turn the engine over enough for ignition, and even then it was a bit of a gamble, the noise was something horrendous too. Once in pieces it was clear that the motor was just full of carbon dust and dirt, a good clean out and some grease applied and it's ready to go back in; whether or not it makes a difference remains to be seen but it was definitely worth a try.

Still planned is to drop and clean the sump, carry out a service, change the rocker gasket, do some wiring, some paintwork and protection, and a whole host of other niff naff and trivia. My reward to myself when it is all over will be to get some tyres on those new alloys I mentioned in the last article so that I can fit them, oh and then when that's done I'll have to take her for an MOT because that will have expired by the time she comes out of hiding – I would hope that it will be a pass however, because I don't think there will be an inch of the car I haven't looked at by that point!

An update will come in the next issue, until then, happy Saabing! (Well, for you rotters that have one that's currently driveable, anyway!). My main car is my Yeti, but if I really feel the urge to drive a Saab I'll just have to steal Lesley's.

Lewis



New Registrations

Name	Membership No.	Reg No	Model/Details	Mileage
Jon Radda	1130	P89 NNA	9000 CSE Anniversary	190,000 miles
		P423 VGJ	9000 AERO	210,000 miles



Hello and welcome to 2016 everyone. We have a whole new year ahead of us to use and enjoy our Saab cars. I hope you all try and get out to as many SOC gatherings as possible.

I will start the Register with a lovely Red Carlsson belonging to Jon Radda. Jon bought his car in 1998, and for quite a while it was his daily driver and the mileage climbed from 90,000 to the current mileage of 157,000. These days Jon only brings it out on dry days to try and preserve its condition but tells me he does still like to use his car as much as possible and he drove it to the festival in Sweden in 2005.

At the moment the car is undergoing a light restoration due to a little rust behind the body kit. This restoration will include a re-spray which will have Jon's car looking like new and will serve as a great tribute to Erik Carlsson, who I'm sure would be thrilled to bits.

I am very pleased to welcome Richard and Clare Dilks, not only to the Register, but to the SOC.

Richard and Clare, who live in London, must be congratulated for three very good reasons. They have recently had their first baby, their C900 is their first car and they are new to the SOC. Well done, there's nothing like trying a host of new experiences all at once!

I hope Richard, Clare and baby Dilks will attend a few SOC gatherings and get to know fellow Members. Maybe the National in July which takes place in the beautiful Gower Peninsular in South Wales.

Now for a very special addition to the Register, a 900 EMS! The EMS is an extremely rare model in the 900 range and Stephen Miles has a real beauty. Below is a copy of his email:

"I am sending information for a new C900 registration. The car is a Silver, 1982 900 EMS, so it's quite a rare beast, certainly so in the UK. Sold new and registered (LEZ 023) and owned in Sweden, I bought the car in May 2015 and drove it home (via the Gothenburg to Immingham



freight ferry I should add). The car has had a pretty sheltered life, effectively one family owned since 1983, has done 170,000 km in the rural south of Sweden with the full maintenance history recorded. Now UK registered as LKH 73Y it has joined our other two old Saabs. As you can see from the image the overall condition is really good and all original. The interior is in especially good shape as Saab seat covers have been fitted from new. All that needs doing is repairing the inevitable (only slightly) sagging headlining cloth. It was supplied by Stockholm main dealer ANA and first registered on 22/10/1982."

What a fabulous car to own Stephen, hopefully we will get to meet you and your car at an event in the not too distant future.

That's it for this edition, look after your C900 and it will look after you!

Alex

New Registrations

Name	Area	Membership No.	Reg No	Model/Details	Mileage	First Registration	Acquired Car
Jon Radda	Oxfordshire	1130	AXI 2221	900 Carlsson, Red	157,000 miles	1990	March 1998
Richard and Clare Dilks	London	022092-9	J828 RFL	900 3 door TurboS, White	124,000 miles	1991/2	October 2015
Stephen Miles		021555D-11	LKH 73Y	900 EMS 3 door, Silver	170,000 Km	1982	May 2015

NG900/9-3 REGISTER

All correspondence to: LAUREN CROOK
 28 Beech Ave, New Mills, High Peak, Derbyshire, SK22 4HU
 Telephone: 07876 024293
 E-mail: lauren.crook.lc@googlemail.com



Hello everyone and welcome to the first register of 2016. I hope you all had a good Christmas and Happy New Year!

I can't believe we're already in 2016! As you may have remembered from the November/December edition of the 'Driver', I asked for everyone to write in about their experiences of owning a Talladega or a Viggen. As I said before I have only ever seen one Talladega and they seem to be rare to come by, maybe more so than the Viggen. I met someone the other week who popped into Saabtec and he now owns three! A Cosmic Blue Convertible that I did an article on a couple of editions ago, a Black Convertible with the black and orange interior as well as a Cosmic Blue hatchback version, he seems to be an avid collector considering he's only recently been bitten by the Saab bug!

With this recent request for more owners of Talladegas and Viggens to come forward I've received a couple of emails. If you don't see your email in the 'Driver', please bear with me as I have a limited space to fill so please be patient, I promise it will be published! Stuart Marsh, Membership No: 019815D-7 writes...

"Having just read your article in the latest edition of 'Saab Driver' I thought I would drop you a line about my experience of owning a Saab GM900 Talladega.

"From my understanding, this limited edition model was released in late 1997 to celebrate Saab's record-breaking endurance runs at the Talladega speedway in America; it ran through until the model was replaced by the 9-3 the following year. The notable external differences to standard cars were distinct 7-spoke alloys, body coloured chin spoiler and a body coloured boot spoiler on the hatchback. Internally the cars differed little from standard spec other than leather steering wheel, gear-knob and gaiter on all trim levels. At one time we owned two R-reg GM900 Talladega's (see photo); the first was a Cayenne Red 5-door 2.0 litre in 'S' trim we purchased from our local Saab specialist (Chris Hamley at Yelverton, Devon) with a mere 26,000 miles on the clock. The second, which was definitely a heart-over-head purchase, was a Silver convertible 2.0 litre Turbo in 'SE' trim with the added bonus of a wind-deflector. Whilst this car proved great fun, unfortunately it had

suffered from neglect by a previous owner and became something of a money pit as we attempted to put right all the things that had gone wrong over time. With a new roof pending, we decided to trade it in for a diesel VW Polo, however, we kept hold of the 5-door for a few more years before replacing it with a 51-plate 9-3 2.0 litre LPT in 'SE' trim. This car was subsequently traded in for another 51-plate 9-3 SE, this time with a 2.2 litre TiD. Having owned this car for nearly three years now I thought it about time we registered it. We bought it from Chris with less than 70,000 miles on the clock (the previous owner had done 6,000 miles in their last three years of ownership) and it has finally gone through the 100,000 mile mark, so can be considered to be about run-in. Despite being 14 years old it is still a comfortable, effortless long-distance cruiser, eating up the miles and turning in around 50mpg to the bargain. Like all our previous Saabs it is entrusted to Chris and his team for servicing and we have every intention of keeping this one for a long time to come."

It's a shame about your convertible but sometimes you need to know when to throw the towel in, once they start needing roofs (which are easily £1000) on top of any other mechanical maintenance it can become costly. Unfortunately, I'm seeing more and more of these vehicles needing welding but the good news is some people are still prepared to repair their vehicles come MOT providing it doesn't need excessive amounts of work. I like the 2.2TiD engines even though they have a reputation to be agricultural, they are strong, reliable and economical and seem to go on forever to the moon and back so for you to have only done 100,000 miles its only just starting out on its life!

I think you're right with what you are saying about the Talladega's history. When I did some research about them a while ago there were some differences to the standard 900 but I've not seen one in the flesh recently to be able to physically compare one. I would have expected the trim level to be higher but was unsure on whether that was the main difference, so thank you for enlightening me. Until the next issue. Happy Saabing!

Lauren

New Registrations

Name	Membership No.	Reg No	Model/Details	Mileage	Acquired Car
Stuart Marsh	019815D-7	R36 WWO	2001 (51 plate) 9-3 SE TiD in Metallic Sun-Green	102,000 miles	January 2013

9-3SS REGISTER

New Registrations

Name	Area	Membership No.	Reg No	Model/Details	Mileage	First Registration
Richard Ellis	Glossop	021893	KP09 CPF	9-3 Turbo X Saloon 2-8 V6, Black paint, black interior, Chassis YS3FM42R781139896	53,000 miles	2009
Robert Willmington	West Sussex	022022-6	VK60 VST	9-3 Vector Sport, Grey paint, black/grey Interior Chassis YS3FB4MF7A1609312	16,000 miles	2010
John Valentine		021968-4	RF57 VHH	9-3 Aero V6, Blue paint, grey interior	110,000 miles	2007
Mark Aldridge	Herts	020927-3	SY57 UAH	9-3 Aero Convertible, Black paint, cream interior ALU 71 Alloys	67,000 miles	2008
John Marshall	East Yorkshire	022074-8	BD11 PKF	9-3 Turbo Edition TTiD4 Wagon, Grey paint, cream interior	45,000 miles	2011
Colin Bevan	Norfolk	008609D-9	V003 WWR	9-3 Aero 20T Auto, Silver paint, grey interior	111,000 miles	2003
Rob and Jenny Watts	Ashford	02189-1	P12 RDW	9-3 Aero Convertible 20T, Silver paint, grey interior Saab ALU 73 Alloys	113,000 miles	2005
Jim Thorby	Northants	0212950-1	S7AAB	9-3 Turbo X Saloon 2-8 V6, Black paint, black interior	45,000 miles	2008





HELLO EVERYONE, I HOPE THAT YOU ARE ALL WELL

Just letters this issue, so here we go. The first is from Mark Gardiner:

"Hope all is well with you and yours, thought you might like to consider one of the attached for inclusion in 'Driver' and get three 9-3s for the price of one. My wife, Carol, took these when we went along the Atlantic Road at the end of the IntSAAB in Norway last month. It was a fantastic holiday and I've got stacks of photos etc I've still got to sort through.

"The cars in the photo are Alex and Isabel Rankin's White Sportwagon, Tony and Julies Free's Blue Convertible and our red one."

Following on, here is another letter from Mark Aldridge:

"Here is just a brief note, to register my car and myself on the 9-3ss Register. I have been running a GM900 Turbo S for the last 11 years and have been looking for a 'new' 9-3ss Aero convertible for the past three or four years. Between saving and trying to find 'the right car', it has taken longer than first thought.

"I finally managed to find the correct specification (for me), a 9-3ss Aero petrol Convertible – 2-litre model in Metallic Black, with parchment leather interior and the new shaped front end. It has the ALU 71 wheels – not that I am an alloy snob (the 900 has the 3-spoke dished alloys, much easier to clean believe me).

"It is newer than originally planned for, but you learn more the longer you look and the newest one seemed to be the best bet.

"I bought the car on 22 June 2015, Reg SY57 UAH the car was first registered 31/01/2008 and has done 67,000 miles.

"I live in Borehamwood and go along to the Beds, Bucks and Herts Group – which has some great days out and about."

Keep your letters, registrations and pictures coming in. Next issue, I will have a small update on my car to share as well as some more photos. Until then take care, happy Saabing and drive safe.

Simon

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HI ALL AND WELCOME BACK

Hope you all had a very good Christmas and wishing you all a very Happy New Year.

I hope we have all got our cars ready for winter, this also means the cars that have been put away for the winter months. The most important of course is antifreeze, making sure to use the correct type for your Saab, all the later cars use the pink stuff.

I would like to congratulate Dr Os Reid on his new role as Chairman of the Saab Owners Club GB. I would also like to thank Dave Garnett for all his help in the past.

I have been very busy, what with moving house the same weekend that the AGM was on, so I could not attend and must say moving is a very stressful time made even harder with a disabled daughter (the ever gorgeous Ruby) she loves her new bedroom.

I sold our 9-5 2006 1.9 TiD and our 2004 9-5 Aero just two weeks before the house move which left me with only two Saabs for the first time in six years. The two left are the Classic 900 SE 5-door and our 2006 Dame Edna Estate. We need the massive boot space of the estate to accommodate the wheelchair.

Well, we have only been in the new house a week and yes we

have found another car on that bloody internet. This time a very local car only in Leeds from another Saab enthusiast having run Saabs for many years. The car has been his pride and joy since 2007 and has been very well looked after with a very good service record and only three owners from new. It has been stood for about four months due to them buying a newer 9-5 Estate but we had no problem busting it into life.

She needs a bit of work but will soon be our winter run around. The car is a 9-5 Aero Saloon on a 2003 plate, it's a half an earlier car and half a later spec car, body is very good but it needs a new exhaust from the CAT back and a very good going over. Above is a photo in its before state.

Well that's it for now, looking forward to show time.

Richard



Our Club Shop has experienced some substantial difficulties in the last couple of months or so and I'd like to apologise to Members who may have been inconvenienced.

It is in process of being rebranded as 'Saab Club Butik', and new items are being sourced as Board approval is granted.

There is very little old stock left (no clothing at all) and limited numbers of the following items only:

- Umbrellas
- Grille badges
- Cloth badges
- Saab 'Driver' binders
- White coveralls (to keep clothes clean, when doing roadside repairs)

We have had some new 'Parker Jotter' pens delivered already, and a small number of good quality fleeces (navy blue, size L or XL only) with the original early turbo image embroidered.

I am also sourcing small numbers of Saab models/toys and books on Saab. Books may not be brand new, but for new converts to the Saab marque, a pre-read copy of 'From Two-Stroke to Turbo' may be better than no copy at all! I have just bought six new shrink-wrapped copies of 'Harnessing Horsepower', Stuart Turner's 2011 tribute to Pat Moss Carlsson and available to Members at £9.00 plus £2.80 postage (originally £24.99). Contact me with your 'wants', I have multiple copies of many favourite titles!

Inevitably, there will be delays between new 'butik' items becoming available and them being advertised in Saab 'Driver', so please check 'Saab Owners Club' on Facebook.

Alternatively, contact me via international@saabclub.co.uk or call/text Iain Hodcroft on 07976 314012 and leave a message.



SAAB POLO SHIRT

Available in Black or White

Sizes: s-m-l

Code: 500

£17.00



SOC MUG

Code: 42

£5.00



SAFETY VEST

Code: 875-877

£4.50



NEW PEN

Blue/Gold Pen

Code: 53

£2.50



'DRIVER' BINDER

Limited Stock

Code: 62

£7.50



SAAB SILK TIE

New design

Code: 684

£12.00

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SAAB AUTHORISED SERVICE CENTRES



BRISTOL
BRISTOL
SIMPLY SAAB
9 Clothier Road, Brislington,
Bristol, BS4 5PS
T: 0117 940 6121
W: simply-saab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

BUCKINGHAMSHIRE
FARNHAM COMMON
HUGHES SAAB
Beaconsfield Road, Farnham Common,
SL2 3HX
T: 01753 609595
W: hughes-saab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% off servicing, £35 MOTs & 10% off on stock parts

BUCKINGHAMSHIRE
MILTON KEYNES
SAAB CENTRE MILTON KEYNES
31 Heathfield, Stacey Bushes,
Milton Keynes, MK12 6HR
T: 01908 227 009
W: saabmk.com saabcentreplus.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

CAMBRIDGESHIRE
CAMBRIDGE
CAMBRIDGE SAAB
158 Shelford Road,
Trumpington, Cambridge, CB2 9NE
T: 01223 841616
W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

CAMBRIDGESHIRE
PETERBOROUGH
CRIGHTONS OF PETERBOROUGH
Dukesmead, Werrington,
Peterborough, PE4 6ZN
T: 01733 571836
W: crightons.co.uk/saab/

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts, 20% on labour (not in conjunction with any other offer)

CORNWALL
FALMOUTH
DALES OF FALMOUTH
North Parade, Falmouth,
TR11 2TF
T: 01326 213399
W: dalescornwall.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS

CUMBRIA
CARLISLE
MGM MOTORS
Morton Street,
Carlisle, CA2 5UU
T: 01228 546079
W: mgmmotors-cumbria.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
Discount negotiable

DERBYSHIRE
DERBY
BEECHWOOD SAAB
8 Siddals Road,
Derby, DE1 2QD
T: 01332 381 900
W: beechwoodsaaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Yes

DEVON
YELVERTON
CHRIS HAMLEY SAAB SPECIALIST
The Parade,
Yelverton PL20 6DT
T: 01822 855 001
W: chrishamleysaabspecialist.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

ESSEX
MANNINGTREE
ABBOTT RACING MOTORSPORT
Wix Manningtree,
Essex, CO11 2TA
T: 01255 870 636
W: abbottracing.net

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Yes

ESSEX
CHELMSFORD
CHELMSFORD SAAB
Howe Street, Great Waltham,
Chelmsford, CM3 1BJ
T: 01245 360 360
W: chelmsfordsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	no	no	yes*	yes

DISCOUNT TO SOC MEMBERS
Yes

ESSEX
COLCHESTER
D SALMON CARS
Sheepen Road,
Colchester, CO3 3LE
T: 01206 715 200
W: dsalmoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

GREATER LONDON
FINCHLEY
BALLARDS SAAB
Unit A, Coppetts Centre,
North Circular Road, London, N12 0AJ
T: 0208 211 9160
W: ballardssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
From 10%

GREATER LONDON
CLAPTON
BRAYDON MOTOR COMPANY
Downs Road Service Station, Downs Road,
London E5 8QJ
T: 0208 985 2255
W: braydonmotors.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
Yes 10%

GREATER MANCHESTER
OLDHAM
PENTAGON SAAB
Chadderton Way,
Oldham OL2 2QL
T: 0161 621 2720
W: pentagon-group.co.uk/saab

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% Discount

GREATER MANCHESTER
 GLOSSOP
 SAABTEC
 Unit 12, Glossopbrook Business Park,
 Surrey Street, Glossop, SK13 7AJ
 T: 01457 867 878
 W: saabtec.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10%-30% Saab Service Club discounts available

HAMPSHIRE
 BASINGSTOKE
 J DAVY BASINGSTOKE
 West Ham, Basingstoke
 RG22 6PL
 T: 01256 319 400
 W: jdavy.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
 15%

HAMPSHIRE
 CHICHESTER
 LEWIS SAAB
 Ronic House, Main Portsmouth Road (A259),
 Bosham, Chichester, PO18 8PN
 T: 01243 574 141
 W: lewissaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Stock order items only 15%

HAMPSHIRE
 SOUTHAMPTON
 PENTANGLE MB LTD
 Unit 17 Eddystone Road, South Hampshire Industrial
 Park, Totton, Southampton, Hampshire SO40 3SA
 T: 02380 811900
 W: pentanglemb.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

HERTFORDSHIRE
 WELWYN GARDEN CITY
 SAABTECH WELWYN
 36 Brownfields,
 Welwyn Garden City, AL7 1AN
 T: 01707 379950
 W: saabtechlimited.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

HERTFORDSHIRE
 WATFORD
 SPIRE SAAB WATFORD
 291-295 Lower High Street,
 Watford, WD17 2HZ
 T: 01923 200 500
 W: spiresaabwatford.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes

DISCOUNT TO SOC MEMBERS
 15%

KENT
 MAIDSTONE
 F G BARNES MAIDSTONE
 Cuxton Road, Parkwood, Maidstone,
 Kent, ME15 9YF
 T: 01622 755531
 W: fgbarnes.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% Parts & Labour

KENT
 CANTERBURY
 NORTHGATE GARAGE (CANTERBURY) LTD
 Northgate, Canterbury,
 Kent CT1 1FW
 T: 01227 829930
 W: northgate-group.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% off on stock parts

LANCASHIRE
 BLACKBURN
 BAY HORSE AUTOS
 Unit 3, Centurion Business Park,
 Davyfield Road, Blackburn, BB1 2QY
 T: 01254 695 063
 W: bayhorseautos.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount negotiable

LEICESTERSHIRE
 LUTTERWORTH
 ASHBY GARAGE
 Ashby Garage, Main Street,
 Ashby Parva, Lutterworth LE17 5HS
 T: 01455 209 191
 W: ashbygarage.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 10% discount on parts

LEICESTERSHIRE
 LEICESTER
 BOND STREET CAR SERVICE
 8 Coal Cart Rd, The Interchange, Birstall,
 Leicester, LE4 3BY
 T: 0116 2676198 / 0116 2627787
 W: bondstreetcarservice.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	4&7yes

DISCOUNT TO SOC MEMBERS
 10% parts and Labour

LINCOLNSHIRE
 GRIMSBY
 HUMBERSIDE SAAB
 226 Victoria Street,
 Grimsby, DN31 1PH
 T: 01472 348 527
 W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

MERSEYSIDE
 SOUTHPORT
 CHAPEL HOUSE SAAB
 609 Liverpool Road, Ainsdale,
 Southport, PR8 3NG
 T: 01704 574 126
 W: chapelhousesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

NORFOLK
 WYMONDHAM
 HAGSTROM SAAB
 Unit B Gale Business Park,
 Ayton Road, Wymondham, NR18 0QQ
 T: 01953 602754
 W: hagstromsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount Negotiable

NORTHAMPTONSHIRE
 RUSHDEN
 INDY SAAB
 Unit 1, Rectory Road,
 Rushden, NN10 0AD
 T: 01933 355 335
 W: indysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no (CBA)	yes	no

DISCOUNT TO SOC MEMBERS
 10% on parts only (not in conjunction with any other offer)

NORTHAMPTONSHIRE
 NORTHAMPTON
 WESTAWAY MOTORS
 Broughton Green Road,
 Moulton Park, NN2 7AH
 T: 01604 494 121
 W: westawaysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount negotiable

NORTH WALES
 WREXHAM
 HIGHER OAK GARAGE
 Oak Road,
 Wrexham Industrial Estate, Wrexham LL13 9RG
 T: 01978 661709
 W: saab-higheroak.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 Stock items 10%

OXFORDSHIRE
 OXFORD
 RIDGEWAY SAAB
 Cumnor Hill, Oxford,
 OX2 9PL
 T: 01865 565454
 W: ridgeway.co.uk/saab

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS

SCOTLAND
 STRATHCLYDE, AYR
 PARK'S SAAB
 90 Doonfoot Road, Ayr,
 Strathclyde, KA7 4DP
 T: 01292 445540
 W: parkssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

SCOTLAND (CENTRAL)
 GLASGOW
 SCHONEVILLE SAAB
 1 Kilbirnie Place,
 Tradeston Industrial Estate, Glasgow, G5 8QR
 T: 0141 429 5833
 W: schonevillesaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

SOMERSET
 YEovil
 ASTLEY SAAB
 12 Oxford Road, Pen Mill Trading Estate,
 Yeovil, BA21 5HR
 T: 01935 426 701
 W: astleysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Saab Service Club discounts available

SAAB AUTHORISED SERVICE CENTRES

SOMERSET
 TAUNTON
 PERRY & PROUSE
 Smalls Yard, Dellers Wharf,
 Taunton, TA1 1NU
 T: 01823 288351
 W: perryandprouse.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount Negotiable

SOMERSET
 TAUNTON
 ROWCLIFFES SAAB
 78-88 East Reach,
 Taunton, TA1 3HF
 T: 01823 250 430
 W: rowcliffessaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
 25%

SOUTH WALES
 CARDIFF
 SWSS Ltd
 Portmanmoor Road Ind. Estate,
 Cardiff, CF24 5HB
 T: 02920 473 040 & 02920 473 050
 W: swss.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount Negotiable

STAFFORDSHIRE
 STOKE-ON-TRENT
 HOLDCROFT SAAB
 Leek Road, Hanley,
 Stoke-on-Trent, ST1 6AT
 T: 01782 274 504
 W: holdcroftsaaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 20% on parts, 30% on labour & 15% on parts only purchases

SUFFOLK
 BURY ST EDMUNDS
 CECIL & LARTER
 Wentworth House,
 Bury St Edmunds, IP32 6EN
 T: 01284 778 896
 W: cecilandlartersaaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

SUFFOLK
 IPSWICH
 ROBINSONS IPSWICH
 Goddard Road East,
 Ipswich, IP1 5NY
 T: 01473 241 616
 W: robinssinsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

SURREY
 VIRGINIA WATER
 IAN ALLEN MOTORS
 Sandhill Lane,
 Virginia Water, GU25 4BT
 T: 01344 842 801
 W: ianallenmotors.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10%

SURREY
 LEATHERHEAD
 BELL & COLVILL (Horsley) LTD.
 Epsom Road, West Horsley,
 Leatherhead, KT24 6DG
 T: 01483 281 000
 W: bellandcolvill.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% off parts & accessories & up to 40% off labour

SUSSEX
 CHICHESTER
 LEWIS SAAB
 Ronic House, Main Portsmouth Road (A259),
 Bosham, Chichester, PO18 8PN
 T: 01243 574 141
 W: lewisaaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 Stock order items only 15%

SUSSEX
 CRAWLEY
 TURNERS HILL GARAGE
 Turners Hill, Crawley,
 West Sussex, RH10 4NP
 T: 01342 716 322
 W: turnershillsaaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

SUSSEX
 EASTBOURNE
 BOURNE MOTORS
 1-2 Cornfield Lane,
 Eastbourne, BN21 4NE
 T: 01323 727011
 W: bournemotorsussex.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 Discount Negotiable

TEESSIDE
 THORNABY-ON-TEES
 ALEXANDERS SAAB TEESSIDE
 Teesdale,
 Thornaby-on-Tees, TS17 6BB
 T: 01642 679 781
 W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour to Saab Service Club members

WEST MIDLANDS
 BIRMINGHAM
 BAGNALL SAAB
 1 Auckland Road,
 Sparkbrook, Birmingham, B11 1RH.
 T: 0121 772 1555
 W: bagnallsaaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 On servicing, discount negotiable

WEST MIDLANDS
 COVENTRY
 JOHNSONS CARS
 443 Fletchamstead Highway,
 Coventry, CV4 9BY
 T: 024 7671 7800
 W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

WEST MIDLANDS
 SUTTON COLDFIELD
 JOHNSONS CARS
 8 Kings Road, New Oscott,
 Sutton Coldfield, B73 5AF
 T: 0121 355 6060
 W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

WEST MIDLANDS
 BIRMINGHAM
 WMSS (WEST MIDLANDS SAAB SPECIALIST)
 Wood Lane,
 Birmingham, B24 9QR
 T: 0121 270 1095
 W: wmss.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
 10% Parts & Labour

WILTSHIRE
 CHIPPENHAM
 PLATINUM SAAB
 London Road, Pewsham,
 Chippenham, SN15 3RR
 T: 01249 655 871
 W: platinumsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

WILTSHIRE
 SWINDON
 SKURRAYS SAAB
 Langley Road, Hillmead,
 West Swindon, SN5 5QJ
 T: 01793 883 600
 W: skurrays.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

YORKSHIRE
 YORK
 ALEXANDERS SAAB, YORK
 Great North Way, York Business Park,
 Nether Poppleton, York, YO26 6RB
 T: 01904 520 300
 W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour to Saab Service Club members

YORKSHIRE
 HULL
 HUMBERSIDE SAAB
 Priory Way,
 Hull, HU4 7DY
 T: 01482 351129
 W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
 10% on parts & labour

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COMPETITION



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PRACTICAL CLASSICS RESTORATION AND CLASSIC CAR SHOW CONTINUES TO THRIVE IN 2016

After a bumper second outing in 2015, the Practical Classics Restoration and Classic Car Show returns to Birmingham's NEC at the slightly earlier date of 5-6 March, with around 120 car clubs and over 700 classics cars.

Expert advice will also be on offer on the 'Ask our Experts' stage where you decide the subject matter. What do you need to know about? Buying, selling, planning a restoration? There will be a mix of motoring experts on hand, from the Practical Classics team and industry specialists to TV presenters and well-known faces from the classic car world.

You can also see the latest restored cars in the Pride of Restoration display but if you want to hear how these cars should sound, then take a passenger ride with our friends from the Sporting Bears.

Dream Rides will be on offer at this year's show – meaning you can take a ten mile ride as a passenger in one of the cars from the Dream Rides Garage in exchange for a donation to charity. The car you choose will determine the size of your donation and with a mix of marques from British Sports to Italian supercars, there will be plenty to choose from.

There will also be the UK's biggest display of barn finds with

the organisers aiming to beat last year's mix of 25 vehicles, found in various states of repair.

If you are in the market for a project or new classic car, Silverstone Auctions will gather the best the market has to offer while the UK's best dealers offer classics to suit all depths of pockets.

As well as more classes for novices and masterclasses for those looking to enhance their skills in the Workshop, more special guests on the live stage and more seminars offering expert advice, there'll also be more traders with marque specific retailers on offer including the UK's biggest Spring autojumble.

The 2016 Practical Classics Restoration & Classic Car Show will be held from on 5-6 March at Birmingham's NEC with tickets now on sale. For more information as well as all the ticket prices and booking details visit www.necrestorationshow.com

For your chance to win a pair of tickets to the Practical Classics Restoration & Classic Car Show, please answer the following question.

How many classic cars will be at the show?

Name: _____ SOC Membership No: _____

Address: _____

Postcode: _____ Tel: _____

Please post or email entries to: Anne Szpindor • Mypec, The Festoon Rooms, Sunny Bank Mills, Farsley, Leeds LS28 5UJ. email: annes@mypec.co.uk – Entries close 1st February 2016. The winner will be the first correct entry drawn at random.

PREVIOUS PRODUCT OFFER WINNERS

September/October 2015 – The winners of the Classic Motor Show Tickets competition
R L Roberts, Rugby, Graham Ballantyne, Aberdeen, Chris Hull, Hants

November/December 2015 – The winners of the Autoglym Gift Box Ian Wood, Surrey

MOTORSPORT

2010

Launch of the Saab Historic Rally Team with Erik Carlsson, Stuart Turner and the museum car



THE END OF AN ERA

2011

All smiles at the Duncombe House start



50 SAABDRIVER

2012

The tired crews at the prize giving



Sadly this year's RAC rally has been cancelled due to lack of entries.

A sad day for a great event that has brought so much enjoyment to so many. Instead of the usual report I have taken the opportunity to revisit the team photos since 2006.

Each year has been a heroic struggle for all involved – let's not forget that simply finishing a 1,000 mile stage rally is no small achievement in 50 year old cars. So, while this is the end of the present era, let's keep faith with the organisers. They are taking a sabbatical until 2017 when the event will return in a new format. Who knows, perhaps it will be even better. But anyone who has been on the event in these formative years will always remember the effort we put in and the fun we had. Here's to the 2017 Roger Albert Clark Rally, I can't wait.

Jim Valentine



2014



On the seafront at Sunderland, Colin's crew absent as they were rebuilding the car furiously



2013

Indoor service for the team! What a luxury: light and shelter

2006

No team photo as we crashed so badly and Nick retired so early on our first outing



2007

The first finish, just, mostly too tired to smile



2008

A good clean run and result



2009

Only just enough drivers for all the vehicles we took that year



PIRELLI RICHARD BURNS FOUNDATION CARLISLE RALLY

This was the first run out in the Two-Stroke since the Trackrod last September.

Once the 48 mile road section from Carlisle was complete the route was very compact, with all six stages and service based around Kielder Castle and the dam.

First loop of stages; Black Craggs, White Syke and Buck Fell began right from the beginning to liven up to the long standing Kielder reputation. A very rough approach to stage 1, then cars off in the deep ditches. On stage 2 we slowed a little after we completed five of the 7.4 miles with a front puncture, allowing the leading Armed forces rover to catch us before the finish.



- Steve Higgins/Don Bramfoot
- Saab 96 Two-Stroke
- 63rd overall, 104 starters
- 11th in National B out of 25 starters
- 1st in Pre-68

Wheel changed at stage end in a flurry of buzz gun action and into Stage 3 without penalty.

Service then a repeat of the earlier stages, this time very rutted and pot holed, still claiming victims until the very end. A smooth and confident drive from Steve with the car taking the rough cut up roads in its stride.

This being the first event we have done to run the MSA's new seeding directive – running behind larger and more modern cars rather than before them through stage – it will probably be the last outing in the woods for the Two-Stroke.

Don Bramfoot

In car from the event is available at <https://youtu.be/aYDw-NaR8bw>

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| <input type="checkbox"/> 96 V4 | <input type="checkbox"/> Cars Wanted |
| <input type="checkbox"/> 90 | <input type="checkbox"/> Wanted |
| <input type="checkbox"/> 99 | <input type="checkbox"/> Bits and Pieces |
| <input type="checkbox"/> 900 | <input type="checkbox"/> Misc |
| <input type="checkbox"/> 9000 | |

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Please PRINT CLEARLY or preferably TYPE on separate sheet. Use separate sheet if there is not enough space on this form. Use correct punctuation. Copy the form if you wish to use more than one classified section. ONLY ONE ADVERTISEMENT PER FORM WILL BE ACCEPTED.

We regret that ONWARD GOING advertisements cannot be accepted, all ads will be accepted on a first come, first served basis. It is not always possible to include photographs, we apologise if yours is not included. We cannot accept responsibility for errors or omissions arising from illegible submissions. COPIES OF 'DRIVER' are available to NON-MEMBER ADVERTISERS upon request. Please add to your cheque an extra £4.00 per copy plus 50p p&p. MEMBERSHIP NUMBERS MUST BE QUOTED ON ALL COMPLETED FORMS

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If you are a trader, the law requires that you state 'Trade'

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Signed: Date:

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PLEASE NOTE THIS ADVERTISING FORM MUST ACCOMPANY ALL CLASSIFIED ADVERTISING

Advertisements on the web ads site will not automatically be included within the 'Driver' unless re-submitted on this form.

Please make cheques payable to:
The Saab Owners Club of
Great Britain Ltd

Please send cheque (to SOC) and form to:

Anne Szpindor
MYPEC
The Festoon Rooms, Sunny Bank Mills,
Farsley, Leeds LS28 5UJ

DEADLINE – MARCH/APRIL 16
29 January 2016

DISPLAY ADVERTISING

Anyone in the business of selling goods or services related to the motor car, as a general rule, can advertise in the 'Driver'. If Members can recommend a service or would like to suggest someone to our Sales Executive we would be most grateful, the more revenue the Club can bring in, the more money we can spend on the Club.

Kay Scott
Tel: 01943 461679
kjsadvertising@btinternet.com

We Need Your News!

Don't forget, Saab 'Driver' is your magazine and we always welcome submissions from you, the Members. If you've got a report, a review, a technical article, a travel piece or perhaps just a brief letter, send them to us with any relevant photos at the highest resolution your camera will allow.

annes@mypec.co.uk
0113 257 9646
MYPEC, The Festoon Rooms, Sunny Bank Mills, Farsley, Leeds LS28 5UJ



AN INFORMATIVE AND INTERESTING READ

LEE DUNN, MANAGING DIRECTOR, MYPEC LTD

Our association with the Saab Owners Club of Great Britain began some 20 years ago when we were approached by Barrie Richardson to assist him with the design of the 'Driver'. At that time the magazine was then in the process of moving from a predominantly black and white publication to glorious colour.

This was in the very early days of digital design and Barrie was 'old school' – running out words in linotype and pasting down copy and pictures which were then scanned and then sent for printing. For our part, we had just a few years earlier moved to desktop publishing after installing the latest, hi-tech Apple Macintosh computer, printer and scanner for which we paid £9,500!! I still don't know how we managed to persuade our bank manager (remember them?) to loan us the money, but I am glad he did.

After Barrie retired in 1996 due to ill health, the Club asked if we would be prepared to take on the design and production of the 'Driver' and – with our large bank loan to service – we were more than happy to accept their kind offer. And so began a working relationship... no, a partnership that has developed, flourished and flourished to this day.

Today, Saab 'Driver' is full colour throughout, designed on the latest Macs (that make our first machine seem positively steam driven) and printed on digitally controlled, state of the art printing presses.

We are responsible for the entire production process of the 'Driver' – from collating and writing editorial through to design, proofing, print and distribution. We endeavour to make the magazine informative and interesting, meeting the needs of Members; we also ensure it is produced to the highest standards and distributed promptly to Members.

As a bi-monthly magazine, the production cycle of each issue begins just a few weeks after the previous issue hits your door

mats when Anne Szpindor, our editorial co-ordinator makes contact with registrars and regular contributors to the magazine. Anne also works closely with Kay and Richard Scott at KJS Advertising to co-ordinate and plan the advertisements that are vital in supporting the magazine – Kay is the daughter of Barrie Richardson and she has been selling advertising in Saab 'Driver' longer than we have been producing it (she also sells advertising for Volvo Driver, but that is another story!). When all the copy is collated, checked and copy read, the magazine is planned and paginated by Anne and our senior designer, Genette Bodsworth who then takes the publication through the design and print phases.

Whilst the world may have changed over the years and we are living in a much faster paced, digital era, the magazine is still written for and by Saab enthusiasts.

Although the Club was founded in 1963, the first 'Driver' appeared in February 1975 thanks to its then editor, Vernon Mortimer. Very much a photocopied newsletter in those early days, the first true 'glossy' issue came in 1981, but still in black and white. It was in 1985 that the magazine moved to its bi-monthly frequency. Consisting of 16 pages, it included the Club Shop, Car Clinic, Registrars and the first advertisement – from Saab themselves. The 1993 edition was the first to include a few colour pages and 1994 saw Dave Garnett take over as editor – a role he held until earlier this year after 22 years service. I have to say I will miss our bi-monthly meetings and chin-wag at his home in Bury!

The magazine has changed and evolved over the years – as styles and fashion have inevitably changed – but looking back at those old issues there is a continuity, a style and a look and feel that is enduringly Saab 'Driver'.

CLASSIFIED

Advertisements may also be placed on the Club website. Web advertisements can be submitted using the web advertisement form. Access via: www.saabclub.co.uk and click on web adverts. Trade advertisements will not be accepted.

To place classified advertisements, please use the advertising form on page 53. Alternatively a form is available online at www.saabclub.co.uk

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Tel: 01485 535678 or
email: alexanderalgarve@aol.com
(Norfolk).

Bits and Pieces

9-5 Estate Cargo Net

Retractable cargo net for MK1 9-5 Estate. Attaches to back of rear seats. Will require fitting brackets if not already on your car. £50.
Tel: 01242 518182 (Gloucester).

9-5 SatNav Head Unit

Factory fitted Denso SatNav head unit from facelifted (post 2005) 9-5. Divorced from donor car by Saab dealer. 2009 DVD map included. Needs install using TEC2. £100.
Tel: 01242 518182
(Gloucester).

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I have four virtually new studded snow tyres bought in the USA. They are mounted on wheels and have very nice Saab hubs. Size 185/65/15 inch. Can provide photos. Great for easy mounting in snowy/icy road conditions. £150. ONO.
Karin 07880 710854
kartan54@yahoo.co.uk
(Sussex)

96V4 bits

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