

# SAAB DRIVER

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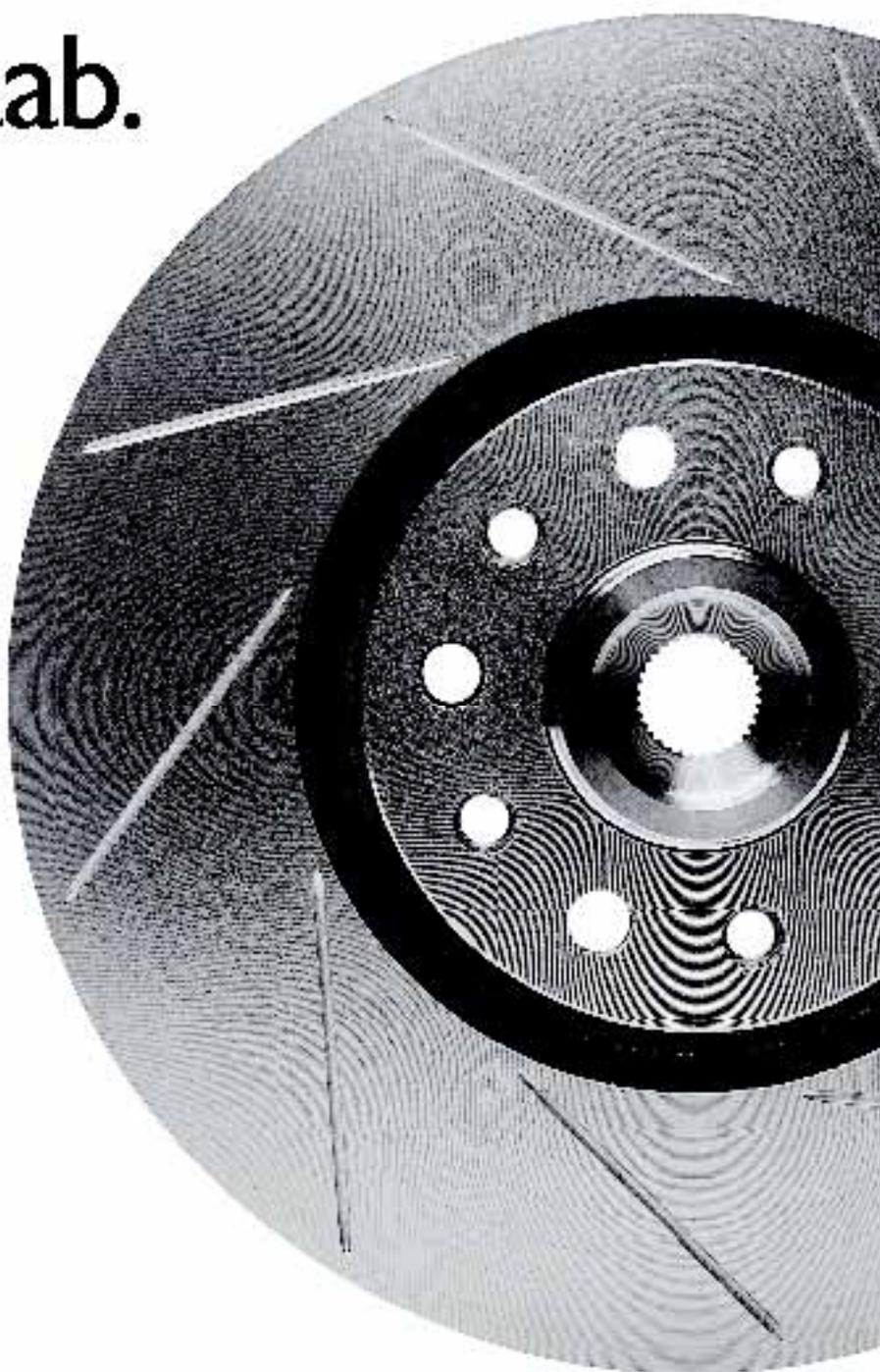
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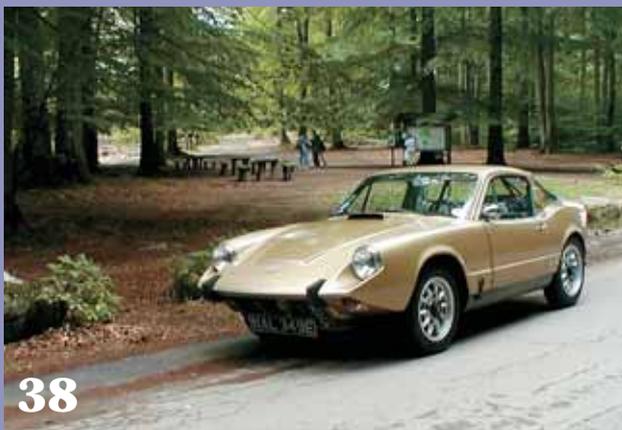
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8



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This issue's cover features Saab Aero X Concept Car

Please state your Membership number in all correspondence

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# Who's who

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

Technical queries for Car Clinic, Richard P Elliott (See Car Clinic for details)

Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements – see details on page 64

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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 'Agreed Value' Insurance Policy. To obtain a Valuation please request a form, return this along with a series of good quality photographs showing all aspects of the vehicle. The Valuation will be issued soon after receipt of the information, but please remember 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 years old, and are not based on resale value.

Ken Dover

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## Disclaimer

The Club welcomes contributions to 'Driver', but reserves the right to amend them where necessary. All contributions, whether they bear names, initials or pseudonyms, are accepted on the understanding that the author is responsible for the opinions expressed and that they do not necessarily reflect or comply with those of the Club, publisher or editor. Although every care is taken, the Club, publisher and editor cannot be held responsible for loss or damage to material submitted. Whilst every care is taken to ensure contents are accurate, the Club, publisher and editor assume no responsibility for any effects arising from errors or omissions. Acceptance of material is not a guarantee of publication in any particular issue, since space is at a premium. The Club, publisher and editor cannot guarantee to return original material and photographs.

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# Steeringwheel



With Christmas and New Year festivities over it is now time to look forward with anticipation to the forthcoming Club events but, just for a moment, I will look back and reflect on a few of the changes that occurred last year.

The major change was the outsourcing of the Club Membership procedures to the MGOC, a mutually beneficial partnership that is working efficiently.

Over the years the Membership Secretary's duties have always been demanding, especially at renewal time when the workload becomes daunting. This was the right time to go for a full time Membership Team thus relieving the Membership Secretary of increasing pressure. I would like to thank Jill Chamberlin for all the hard work and time she expended on the most important part of the Club – the Membership.

Succumbing to the pressure of work and family commitments David Salt also made the decision to stand down as a Director but to continue as the 900 Registrar. Our thanks go to David for contributing to the management of the Club.

As stated in his last Steering Wheel Dave Garnett decided three years was long enough to serve as Chairman and stood down from that position. During his term as Chairman he continued to edit and improve Saab 'Driver'

magazine and on behalf of the Membership I would like to thank him for all the hard work he has put into the Club. Dave will continue to be the Editor of the Saab 'Driver' and also becomes a Vice Chairman.

Reflections over, now is the time to look forward to the New Year. As the new Chairman one of my many tasks for this year is to encourage younger Members to get involved with the management of the Club. To this end I welcome Ellie Wilson who has been co-opted to the Board of Directors. Ellie is an energetic and enthusiastic young man whose ideas, I have no doubt, will come from a different perspective.

Another enthusiastic Member, Scott McGregor, has volunteered his services as the 9-3 Registrar and no doubt he too will develop the Register from a 'younger person's perspective.

Over the past few months we have had discussions with Chris Knott Insurance as to how we can improve benefits for you the Members. The result of these discussions is the Saab Owners Club Insurance and the launch of this new partnership can be found on pages 34-35. I am sure it will be a great 'benefit' to all Members.

As for events in 2007 there may still be time to book in for the Scottish Weekend 23-25 March at the Hetland Hall Hotel, Carrutherstown.

If you are unable to make the trip to Scotland perhaps a visit to the International Historic Motorsport Show (23-25 March) at Stoneleigh Park, Coventry may be of interest where the Club will have a stand. Discounted tickets will be available to Members.

The Spring Weekend at the Valley Hotel, Ironbridge, Shropshire 27-28 April is already filling up – Jean and Bernard Crowhurst are waiting to take your booking.

The National Weekend 'The Oatcake Rally' 27-29 July to be held at the Uttoxeter Racecourse, Staffordshire is not to be missed so make a note in your diary now.

There is a lot going on around the country and many local meetings are being arranged via our website forum. From small beginnings Groups develop and friendships are formed – which is what this Club is all about.

I hope to see many 'old' friends at the forthcoming events and I am also looking forward to making some new ones too.

*Safe driving, Peter Turner*

## Obituary

It is with regret that we learned of the recent death of May Pattern.

We send Alan our sincere condolences.

## Spring Weekend 27-28 April 2007 at the Valley Hotel Ironbridge Shropshire

This Best Western hotel is on the banks of the River Severn in the world heritage site of Ironbridge. The hotel is a Georgian listed building with individually designed en-suite bedrooms. All rooms have direct dial telephone with wireless high speed internet access, tea and coffee making facilities, TV, trouser press and hairdryers.

The famous Ironbridge itself is less than 10 minutes walk down river from the hotel. All museum sites are within walking distance, or a short drive from the hotel. There is plenty to see and do whatever the weather.

The cost is £120 per person, dinner, bed and breakfast for the weekend. We require a non-refundable deposit of £10 per room by the end of February (although it would be wise to book your place as soon as possible) made payable to Saab Owners Club GB Ltd please. There is no supplement for single rooms. Should you wish to continue your stay on the Sunday night the charge will be £50 per person.

Please book by letter or e-mail. On receiving your deposit we will send you further details about the hotel and attractions in and around the area.

**Jean and Bernard Crowhurst, 17 Broomfield Road, Admaston, Telford, Shropshire TF5 0AR Email: crowhurst@bernjean.fsnet.co.uk**

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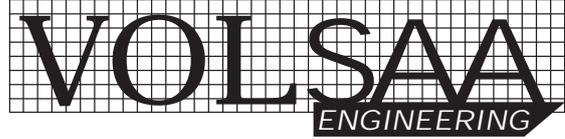


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# Saabnews



## Saab Collects Top Design Trophy

Praised for stylish design and aircraft influences, Aero X design study has been named 'Concept of the Year' by Autocar.



The stunning Aero X car has been crowned 'Concept Car of the Year' by Britain's longest-established car magazine.

At the ceremony in London the Saab Aero X was praised for its dynamic stance and the designers' constant references to Saab's aircraft heritage, including its innovative wraparound windscreen, turbine wheels and canopy-style cockpit.

Presenting the award, Autocar editor Chas Hallett said: "The Aero X takes familiar Saab design cues and shows how they can be incorporated into modern architecture and plausibly extended even to a 400bhp super-coupe.

"The fact that the car also proposes futuristic fascia and interior elements, which are as plausible as they are original, and demonstrates how much better a car can be without windscreen pillars, just makes it better."

The award adds to the trophies won by the Aero X. When it was first shown at Geneva Motor Show in 2006, the concept was awarded the coveted 'Best of Show' honour by US

magazine Autoweek, which is also widely seen as one of the world's most influential titles.

"We are very proud of this award," said Bryan Nesbitt, executive director of design for General Motors Europe. "The Saab Aero X is much more than just a concept car. It is a testament to the design direction we're taking Saab in the future."

The Aero X is also a clear definition of Saab's commitment to fossil-free propulsion. To make sure the Aero X has the performance to match its looks, the concept is powered by a 400bhp turbocharged V6 BioPower engine that can run entirely on pure E100 bioethanol. As with the styling, the powertrain is a strong hint at what lies in the future for Saab.

This is the second year in a row that GM Europe's design team has garnered this award from Autocar. In 2005, the Opel Antara GTC was crowned the winner.

## Saab asks UK Government to Boost Biofuels

Saab Great Britain has launched its second flex-fuel car, capable of running on eco-friendly renewable fuel source bioethanol E85, in the UK – the Saab 9-5 2.3t BioPower, which cuts fossil CO<sub>2</sub> emissions by up to 70 per cent when running on bioethanol compared to when running on petrol. This car joined the existing Saab 9-5 2.0t BioPower, first deliveries of which began back in March 2006, in the same week that Morrisons supermarket opened the UK's first bioethanol E85 refuelling points across the UK.

Jonathan Nash, Managing Director of Saab Great Britain, says he has been encouraged by the developments he has seen with regards to the UK's emerging bioethanol industry during the course of the last year, and comments: "Saab has been at the forefront of this movement right from the beginning, and now our efforts are paying off. In 2006, we have started to see all of the pieces of the jigsaw come together; flex-fuel cars are appearing on UK roads, bioethanol E85 pumps are being installed at a growing number of supermarket petrol forecourts, factories which produce the ethanol are starting to be built, and UK farmers are looking forward to being paid a fair commercial price for their crops, instead of being subsidised not to grow anything!"

However, Nash feels that there is still much to be done and puts the responsibility for this squarely at the feet of the UK Government: "What we need now is some meaningful Government intervention. So far, the UK Government has done little to encourage the public into driving cars that can run on eco-friendly fuel sources such as bioethanol E85, whose overall carbon dioxide (CO<sub>2</sub>) emissions have been independently shown to be between 50 and 70 per cent lower than emissions from petrol. A mere £10 reduction in Vehicle Excise Duty (VED) and a 20 pence per litre tax rebate on biofuels is not enough to stimulate this new market."

Nash continues: "Upon publication of the Stern Review, the British Government claimed to be leading the global debate on Climate Change. Well I don't see much evidence of that. What I see is the Swedish Government taking progressive measures, such as major tax relief at the pump and for company car drivers, and free parking in Swedish cities to encourage drivers into environmentally-friendly cars, instead of penalising them. I see the French Government making positive steps towards encouraging the use of flex-fuel cars



by considering proposals to tax bioethanol E85 at the lowest rate permitted by EU legislation and the introduction of incentives to encourage large companies to buy flex-fuel cars. I see the Irish government offering a 50 per cent refund on Vehicle Registration Tax for flex-fuel cars, equating to savings equivalent to £3,000, and the Japanese Ministry of Agriculture promising to subsidise the construction and operating costs of new biofuel plants using budget money in order to kickstart a domestic biofuels industry. In summary, I see many other governments, both inside and out of Europe, taking far more radical steps than the UK to combat climate change. Those are the nations who are really leading this debate."

Nash was a co-signatory of a letter to the Chancellor of the Exchequer from a cross-industry group, consisting of the National Farmers' Union (NFU), Saab Great Britain (under parent company General Motors), Ford Motor Company and Morrisons supermarket. In this letter, the Chancellor was urged to introduce financial incentives to develop the UK biofuel industry in his 2007 budget. These include:

- Increase and prolong the fuel duty rebate applied to bioethanol E85
- Discount company car tax for high blend biofuel cars
- Revise vehicle excise duty to reflect more accurately substantial benefits of these cars

Nash explains that much of his frustration stems from seeing what can be achieved when national government is forward-thinking and joined-up in its approach. In Saab's home market of Sweden, environmentally-friendly cars now make up 13 per cent of the new car market, with flex-fuel cars accounting for the bulk of those. "Saab sold some 10,000 9-5 BioPower cars in Sweden in 2006, due to the fact that one flex-fuel engine has accounted for over 80 per cent of Saab 9-5 sales during the course of the year," he points out. "The Swedish government has been extremely progressive and proactive in its policies, giving both private and company car drivers a reason to get into alternative-fuelled cars, and incentivising fuel suppliers to provide the environmentally-friendly fuel. All of these policies form part of Sweden's recently-stated aim of being completely fossil fuel free by 2020 – now that's what I call leading the debate on climate change," says Nash.

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## Move over fossil fuel – that’s just so passé – or that’s the message as the UK’s most high-profile and best-known businessman Sir Richard Branson took delivery of a Saab 9-5 BioPower!

Sir Richard's switch to his Saab flex-fuel car, which runs on the eco-friendly and renewable fuel source bioethanol E85 (made from plant products such as wheat and grain), reinforces the Virgin boss's unwavering commitment to fighting one of the biggest challenges of our times – that of global warming.

Speaking in November as he took the keys of his new Saab, Sir Richard said: "I am convinced that biofuels are the way forward, both for the car and aviation industries, which is a vision we share with Saab. Now we need to extend that vision to others. It's high-time that flex-fuel cars, such as the Saab 9-5 BioPower, are given the same concessions in the UK as other green

cars, like for example, exemption from London's Congestion Charge."

He continued: "At the moment, bioethanol is made from a variety of agricultural sources, whilst in the future we will see it made from cellulosic waste matter, such as wood chippings, which really will make it the ultimate green fuel."

Earlier this year, the Virgin Group announced that all profits and equity realisations over the next 10 years from the group's worldwide transport companies, including Virgin Atlantic and Virgin Trains in the UK, would be invested in the renewable energy sector. The amount to be invested is expected to be some £1.6bn. Virgin

Fuels is expected to be one of the beneficiaries and has already invested in bioethanol production and will conduct research and development into alternative transport fuels, including bioethanol and an alternative biofuel for aviation. Sir Richard's new car will carry both the Virgin Fuels and Saab BioPower logos.

“ I am convinced that biofuels are the way forward, both for the car and aviation industries, which is a vision we share with Saab’.

# In the news

## RAC fights Government plan to scrap emergency lane

Many Members will have seen recent coverage of Government plans to let cars drive on the hard shoulder in a bid to cut congestion on some of the country's busiest motorways.

Despite warnings from motoring organisations and road safety groups, transport secretary Alistair Darling has decided not to wait for the results of a safety trial on the M42 before pressing on with the removal of emergency lanes on sections of the M5, M6 and M25.

The RAC think hard shoulders are essential for the safety of motorists who have broken down and to allow emergency services to get to the scene of accidents quickly. It is especially concerned about the safety of its patrols who attend 134,000 motorway call-outs each year.

If introduced, hard shoulders would be used at busy times of the day with electronic signs on overhead gantries letting drivers know when they could use the emergency lane. Motorists who break down when the hard shoulder is in use would be expected to attempt to reach 'emergency refuge

areas' – or lay-bys – spaced at intervals along the motorway.

But RAC breakdown data suggests that most motorists would not be able to reach these lay-bys, leaving them stranded in a high speed running lane.

RAC traffic experts are also convinced that confusion about when the hard shoulder can and cannot be used will lead to more serious collisions. A recent study in the Netherlands found that, where it was implemented, 40 vehicles an hour used the hard shoulder when they were not permitted to do so – a serious safety risk.

RAC strongly criticised the transport department when the announcement was made and its comments were covered in the News of the World, Sunday Mirror, Scotland on Sunday, Independent on Sunday and on the BBC and ITN.

It has since launched a high-profile campaign to ensure that our hard shoulder network – established at great cost to taxpayers – is kept for motorists' safety.



## Sneak preview..

# ..Saab's stunning 9-5

We were sent these striking pictures of the new Saab 9-5 which we are told is based on the 9X concept.

We haven't much news about this exciting new car as yet, but we believe it will be available during 2008 as both

a saloon and estate version.

No details of engine sizes or specifications have reached us yet, but we hope to have more details in the next issue of 'Driver'.

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## Battery Shortage Threatens UK

LSUK, the largest stockholder of batteries in the UK, is warning that there is likely to be a national shortage of stored energy products during the winter months, thanks largely to a sharp rise in the price of lead.

LSUK's battery product manager, Mark Poole, said: "We forecast that the price of lead would cause a massive upheaval in the battery market some time ago and our predictions have come true. We know that a number of high-profile distributors are out of stock on some products – before the winter snap has really arrived."

But as one of the largest suppliers of batteries in the UK, LSUK has taken steps to combat this shortage by working to increase its stock levels of Lucas-branded battery products before the shortage takes a serious stranglehold.

Poole added: "As one of the most experienced companies in the sector,

we have the right stock profile to get through the problems that are starting to come to surface and are likely to get even worse.

"The fact that we consciously took the decision to ramp up our stock levels at the right time, should help the UK's motorists and other battery users to keep moving during the winter – a time when battery performance is critical".

For more information about LSUK's network of national battery centres, visit the website at [www.lsuc.co.uk](http://www.lsuc.co.uk) or call 0114 2591935.



## Take action to fight ID theft, motorists warned

Motorists are being warned to guard against a costly new crime – identity theft.

The number of vehicle registration plates being stolen across the UK is rapidly on the increase. The plates are then being used to commit a host of motoring offences and other crimes.

From October 2006 motorists and dealers could buy a new, unique number plate to combat the increase of car plate theft.

The new plates – which meet rigorous standards set by DVLA – are theft-resistant.

They have been developed so they cannot be removed from any vehicle within three minutes. Even if the thief is successful in removing them, the plate is designed to shatter into at least four pieces so it cannot be re-used on another vehicle.

The new Secureplate is seen as a key weapon in fighting crimes such as fuel theft from petrol station forecourts, avoiding paying speeding fines and even dodging the congestion charge.

Using patented cutting edge technology the theft resistant plate has been developed over the past two years by Hills Number plates Limited, the UK's largest manufacturer of number plates.

The new industry standard for theft-resistant plates was launched by DVLA earlier this year by Minister of State for Transport, Dr Stephen Ladyman.

To find your nearest dealer go to the secureplate website [www.secureplate.co.uk](http://www.secureplate.co.uk)

## Michelin child seats

Michelin has launched its new Cockpit baby seat and Navigator booster seat which feature a host of innovative design and technical features to provide the highest possible levels of safety and comfort for children aged from six months to ten years.

### Cockpit

The Michelin Cockpit is the first safety seat in the world to cater for children six months to six years, weighing from 9 to 25 kilograms. All-round protection is the main feature of this innovative and ergonomic design, which easily adjusts to offer comfortable sitting and sleeping positions.

The Michelin Cockpit child safety seat has a new system for quick and easy car installation where a guide and blocking system attach the seat to the car's safety belt, providing maximum protection in the event of an impact.

### Navigator

The new UK regulations have extended the age, height and weight where a booster seat is required for older children. The Michelin Navigator booster seat meets these needs for children from three to ten years old, weighing from 15 to 36 kilograms. The Navigator features the same advanced design features as the Cockpit with the increased capacity for youngsters up to a height of 145cms.

Michelin is confident that its Cockpit and Navigator child seats represent the best child safety protection in the world. The RRP of the Cockpit is £199.99 and the Navigator is £139.99.

# Carclinic

## Recharge in the spring

The aircon part of our ACC in our Saab 9000 CSE 2.0t (1997) is in need of recharging. As the summer months are now past, would it be false economy to leave it until next spring before getting it recharged in readiness for the glorious weather we hope to have next summer? Mileage between now and then may be limited to around 1,000 miles. On the other hand, is it important to have the system done now to maintain lubrication of seals etc?

*Terry Quinn*

*I would be inclined to leave it until the spring, sometimes it can be impossible to locate a leak and when its recharged dye is added which can help, there is no risk of damage to the a/c but there is a possibility if it's recharged, now it may not work again next year.*

## Body flex door noise

Richard, my 1997 9000 has an annoying noise coming from the doors which has been there for some time but has recently become even more annoying.

When the car goes over any rough surface I get what can only be described as a chattering noise from the door area, it appears to be the body flexing, so much so, that you can make it happen by sharp application of the throttle pedal. I lubricate all the door seals regularly and have even replaced the B pillar latch pin on the driver's door. I have stripped the door down to check for loose parts but it still does it, is there anything I can do to stop this or is it just how they are?

I picked up news from a Saab dealer some time ago, that some sub standard timing chains were fitted and Saab are paying warranty claims for engines up to six years and 100k miles.

*Robin O'Connor*

*I suspect the noise is generated by the roof seal; some types of lubricant can make the problem worse. What's the*

*seal on your 9000 made from? Is it plain rubber or is it coated with felt like material, the latter type will become very noisy if treated with any silicone based products.*

## Droning on!

I have a 2005 9-3 1.9 Tid which has covered 27,000 miles. The car now makes a low frequency drone especially noticeable at low speeds on smooth surfaces. This appears to come from the rear wheels.

The dealer says this is not the wheel bearings but that the tyres have worn on the inside edges. The tyres appear to have about 5mm tread left otherwise and I cannot see or feel any wear on the inside edges.

My last 9-3 (2.2 diesel) did 42000 miles without any such problem and the tyres were never replaced. This seems an odd problem. The wheels do not appear to have any negative camber and I rarely pass over speed bumps. The tyres are Goodyear 215/60 15.

The dealer recommends replacement in 2000 miles. Any thoughts?

*Andrew Maw*

*I think your dealer is correct, avoid tyres with chunky tread and use a good brand like Michelin and ensure they are inflated to the correct pressure.*

## Eco road warrior

I have a Saab 900i (1991 – 103kmiles) with catalytic converter etc. Presumably, with these older cars there is nothing one can add to the engine to reduce CO<sub>2</sub> levels to be more eco friendly.

I intend to keep this car for a few more years and then hopefully purchase a 'greener' vehicle. It would be interesting to know whether Saab is developing a smaller car than the present eco 9-5, which is too big for us.

*D MacKenzie*

*The CO<sub>2</sub> levels are as low as they can be, so there is nothing you can do to further reduce it. Having said that, its*

*one of a few cars this age with a cat.*

*Why not consider a low mileage old shape 9-3 tdi diesel, emissions are lower than a 9-5 and the car is more compact. Road tax for six months is £74.25, a significant saving for lower CO<sub>2</sub>.*

## Wet passengers!

I have been a Member for several years and run both a 2001 9-3 SE 1pt auto convertible and a 1995 900 S auto coupe (had from new, so my tools to work car with the enormous boot hides valuables from the ungodly! no 'broken into' vans for me!).

I always read 'Carclinic' and your warning a few years ago about sludge in the oil pump pick-up, proved very timely, as it cured my 9-3 of its start-up squeal and impressed my 'non-franchised' service engineer with my borrowed knowledge!

Now I have a recurrent problem with my 900. After a heavy rain shower the front passenger's floor becomes flooded with water. It seems to be worse if the car is parked in a nose down situation! I experienced years ago with a Golf Cabriolet and found the drain to the base of the windscreen blocked with leaves. Since one appears to have to remove the windscreen wipers to access this area I thought I would appeal for some advice first.

*Keith Wellham*

## TechTip

### Recalls

I have been notified by a Member and also my local Saab dealer that a recall has been now started for all Saab 9-3, 9-5 4 cyl petrol engines between the year 2000-2003 to check and possibly replace the direct ignition unit, if you don't receive a letter from SAAB, ring your nearest dealer to see if any action is required.

Yes, remove wiper arms and scuttle panel and look at the water drain that is in this compartment, while you are in there you may as well fit a new cabin filter.

If the car has a/c water it can leak into the passenger side footwell if the drain is blocked for evaporator and leaked out of heater housing, you can inspect this by removing the pass side cover to the centre console. Also a leaking heater matrix could be possible but a coolant loss should be evident.

### Parking failure

Parking assist on my SE 9-5 2001 model shows 'Parking Failure' warning on the SID system. This has proved erratic over the past few months, sometimes

working and then showing the failure sign. Anyway of checking the sensors or any regular problem that occurs with this system that other members have experienced or that you are aware of?

I have obtained a couple of quotes for replacement sensors and these are around £200 plus for four sensors! Any suppliers you would recommend?

Garry Sullivan

*This fault needs checking with TECH 2, this should identify which sensor is at fault so the defective one only can be replaced, they are easy to change and can be replaced without any dismantling of the rear bumper.*

## TechTip

### Recalls 2

On the subject of recalls and of slightly less importance, it is worth checking service modifications with your dealer if you have bought a used or new 9-3. This model has had quite a number of recalls and sometimes customers don't respond to letters, so some vehicles are not upgraded.

Ring your dealer with the registration number and chassis number and ask them to check for any outstanding recalls, and if required, the work will be carried out on a warranty basis.

FOR CAR CLINIC LETTERS SEND AN SAE FOR INDIVIDUAL REPLIES TO: RICHARD ELLIOTT, 'THE QUORLS', 9 WHEATCROFT, HADFIELD, GLOSSOP, DERBYSHIRE SK13 2EN Tel: 01457 852944 E-mail: technical@saabclub.co.uk

# FREE Internet Connection for Saab Club Members

The Saab Owners Club is offering Members FREE dial-up internet connection charged direct to your telephone bill at your local rate and only when you are on-line.

The new service will also give you a personal [saabmail.co.uk](http://saabmail.co.uk) e-mail address.

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# Postbag

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## I didn't go for one – but got one!

Years ago, must be 25, I joined Bernard into the Saab Owners Club as a Christmas present from his then three year old daughter – well you know how difficult men are to buy for. The Club and its shop provided many of his Christmas presents for years to come as he went through his 'everything must have Saab on it' stage.

During this time I was enjoying the social side of the Club. I was content meeting people at camping weekends, then starting a local branch and generally supporting Bernard in his enthusiasm for the cars. I joined the Board of Directors and ran the Club Shop.

Up to nine years ago I was a non-driver, hence why my interest was less in the cars and more social. On learning to drive and becoming the second car driver in the family I went for the 'run around' vehicle. I know Bernard would have liked me to have had a Saab as soon as I passed my test. My first car was a used Vauxhall Corsa, and my second a new Mitsubishi Colt. They are the only two cars I have ever owned or driven and I was very happy with them both although they were basic models.

We usually try and get to the AGM and this year was no exception. Parking at Bond Street Select we noticed a good selection of used Saabs on the forecourt. With AGM business concluded we made our way outside to have a look at what was for sale. Before I knew it Bernard was test driving one of the Saabs, with me in the passenger seat as I wouldn't know if it was a good car or bad. I was not expecting to be offered much for my Colt as we found ourselves in negotiations. A handshake with Ian and the deal was done!

So after some 25 years involvement with the Club I now own my first Saab.

My Scarabe Green 9-3 SE Auto, now I have got used to it, is great! A few light body scratches – and it gets dirty like any other car, but I love it. Filling it with petrol still gives me a bit of a shock, I certainly don't get the mpg I got out of my Colt!

This winter I won't have to sit in the car park at work for 15 minutes waiting for the windscreen to demist enough for me to drive home, the air con will be great in the summer, friends have room in the rear seats, I can get shopping and grand daughter's pushchair in the boot – and Bernard is at last happy I am in a safe (as you can be) car!

So will you see me out and about in it next year? Probably only if the weather is poor, or if we need plenty of boot space, in fine weather we will certainly still be topless!

*Jean Crowhurst*

## Neo Bros Euro Enduro Diary

I read article, featured in the last issue of the 'Driver' with a deal of interest and it has proved to be one which has stirred the strongest reaction of any I have read in Saab 'Driver'.

It evoked memories of long days covering many enjoyable miles on continental autoroutes. It also brought an initial tinge of pride that a Saab (albeit heavily modified) should

better many other more overtly 'performance' cars.

But then I reflected on what the authors had actually undertaken and I didn't feel so happy or proud. In fact, I felt very angry and somewhat sickened.

Because the gist of the article is that a group of 'Saab enthusiasts' set out deliberately to break traffic laws and to endanger other motorists by driving at excessive speed and in a reckless fashion. The participants may argue that they took precautions to ensure that their vehicle was mechanically sound and that as drivers they were well prepared and appropriately skilled. However, neither the 'organisers' nor participants of this 'event' asked other road users if they were happy to share the highway with a succession of drivers behaving in a manner that showed no respect for their legitimate road use or safety.

Saab has a long and glorious history of improving the breed through competition and the Club has an active motorsports section that supports Club Members to participate in properly regulated and legal events that regularly provide stirring and enjoyable articles. This article really had no place in the magazine of a responsible motoring organisation and if any disrepute is attached to the Club as a result of its publication that is deeply to be regretted.

*Keith Reid*

*We welcome and note your comments, Keith. The Saab Owners Club does not condone in anyway illegal or irresponsible driving and we do encourage Members to participate in Motorsport Association events – an organisation the Club is a recognised member of.*

*However, the pages of 'Saab Driver' are open to all Members of the Club and we also encourage advertisers to contribute editorial. As a Club magazine we rarely censor or 'spike' articles, preferring instead to let our readers use their own judgement and common sense in response to features, indeed that is what Postbag is for.*

*Editor*

## Bad to worse

Further to my previous letter, the Saab saga goes from bad to worse, two weeks after the hugely expensive service, the car developed an intermittent starting problem, (nothing to do with the fact that the starter motor was removed during the ill-fated service I trust?).

This culminated in my calling out the RAC on two occasions, on the first callout, I had been trying to start the car for 20 minutes, before calling them, when the patrolman arrived he raised the bonnet, and asked that I turn the key, the car promptly started, he then said, that as the engine was now running, he would not be able to locate said fault, and that I should contact the Saab garage, for them to fix the problem, I then phoned the garage that carried out the service, gave my name, and was told that the service manager was with a customer, and would phone me back, after one-and-a-half hours, (which I think is disgusting), they did, and I explained

the symptoms, and asked what the possible cause could be? They said they did not know! They then said I would have to book it into their workshop, I then asked, how long would they need it for, they did not know! So I said, I would do so as soon as I had a free day.

Two days later the car refused to start again, on this occasion, before calling the RAC, I then phoned the Saab main dealer in East Horsley, I explained the same symptoms to the service manager there, and he straight away asked, "does the rev counter needle move when the engine is being turned over?", I checked, and told him no, he then said, "it is the camshaft position sensor that is faulty," I thanked him, and then phoned the RAC, with that information, thankfully, the patrolman confirmed this by means of a simple test, and then went off to get a replacement which he promptly fitted, (this is a Saturday afternoon) and I was able to continue my journey.

The point I would like to make is, I am immensely impressed with the expertise, and professional courtesy shown by the East Horsley garage, and the RAC, and equally disgusted at the total lack of either, from the garage that carried out the expensive service. In conclusion, I believe Saab GB should have a strict vetting procedure in place, before allowing rogue traders to operate with impunity under Saab's name.

*R A Mc Grath*

## To little, to much

Following the recent correspondence in 'Driver' concerning 'excessive service charges' I can only assume Saab GB instructs all its accredited service centres to sing to the same tune.

Earlier this year I too paid what I considered to be an excessive amount for a first service (18,000 miles) on my 9-5 2.2 TiD Estate. To be honest, this was the first time I had ever really taken any notice of costs as all previous visits had been with a company owned vehicle and all I did was sign to say the car was in one piece.

Would you believe £62 for oil? And of course the obligatory, not asked for washer fluid at £4 per litre (the washer bottle was full when the car went in so I was presented with an opened but otherwise unused bottle).

When the time comes for the next service I will certainly be speaking with my local independent Saab specialist.

*Derek Riley*

## Happy days!

The photograph was taken earlier this year, looking down on the drive of our house. It includes our yellow 1973 Saab 99L, my husband Peter and our elder daughter Jenna.

Peter drove Jenna in the Saab to the blessing at St Mary's Church, Billinghamurst of her wedding to David Hope, and the day before that to their marriage at Horsham Museum.

We have owned the Saab since it was new. It was used daily from 1973 until 1983 when it became a second car. It has done 116,083 miles and is still in excellent condition. However it is housed in the garage, while the car in daily use is kept outside!

In 1999 you printed a photo of Peter, our younger daughter and the Saab when she was driven to her wedding in it. So we hope you will print the enclosed photo. In 1999 the car was newly upholstered and for 2006 the wheels were given a new coating of silver aluminium paint.

*Wendy Lines*

*Congratulations to Jenna and David - Editor*



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# What's on

## Martyn wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Martyn Ashcroft on 01782 878405 or e-mail: [branches@saabclub.co.uk](mailto:branches@saabclub.co.uk) giving dates, times, locations etc plus, if required, a few words about the event. The deadline for dates for What's On ONLY in the March - April 2007 issue is 26th January 2007. Hope to see you at a number of events.

Editor

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

## January 2007

**Thursday 4th**  
SOC Hampshire & Isle of Wight  
Isle of Wight Meetings  
Meeting will now be held at  
The Folly Inn, Whippingham,  
Isle of Wight. 7.30-8.15pm.

**Tuesday 9th**  
West Midlands and Warwickshire Saab  
We will meet at the Stonebridge pub,  
7.30-8.00pm on the A45 just 1 mile  
from Birmingham airport, note the  
date change for this month only  
contact [www.wmwsoc.co.uk](http://www.wmwsoc.co.uk) for  
further details.

**Wednesday, 10th**  
Devon and Cornwall Saab  
The Highwayman at Sourton. Contact:  
Rob Sandey Tel: 01726 833976 or Jim  
Ellis Tel: 01752 816995/07738  
907715. Meeting places alternate  
between the Jamaica Inn Bodmin  
Moor and The Highwayman at  
Sourton nr Oakhampton every second  
Wednesday of the month.

**Saturday, 20th**  
Cumbria Saab  
Burns Night Supper at 7.30pm. Janet  
and Derek Dearham (pre-booking  
essential).

**Tuesday 23rd**  
North West Saab Annual Dinner  
The Axe and Cleaver, School Lane,  
Dunham Massey. From 8.30pm  
contact: Richard Elliott Tel: 01457  
852944 or John Newby  
Tel: 0161 9299155.

**Thursday 25th**  
Durham Saab  
Burns night celebration.  
The Red Lion, West Boldon. TBC.  
Contact: Esme and John.

SOC Hampshire & Isle of Wight  
Hampshire Meetings  
Starfish Creative Design Ltd,  
6 St George's Business Centre  
St George's Square, Portsmouth,  
Hampshire PO1 3EY.  
Last Thursday of every month. 7.30-  
8.15pm including a drive or a pint in  
Gunwharf Quays. Free parking behind  
the Starfish Office.

## February 2007

Durham Saab  
Sunday Lunch  
Woodham, Golf Club.  
Date TBC. Contact: Selwyn.

**Monday 6th**  
West Midlands and Warwickshire Saab  
We will meet at the Stonebridge  
pub, 7.30/8.00pm on the A45 just 1  
mile from Birmingham airport, we will  
also be planning the years events and  
visits, so bring your ideas. contact  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk) for further details.

**Wednesday, 8th**  
Cumbria Saab  
Noggin and Natter, 8.00pm. Derwent  
Lodge Hotel, Embleton.

**Wednesday, 14th**  
Devon and Cornwall Saab  
Jamaica Inn, Bodmin. Contact: Rob  
Sandey Tel: 01726 833976 or Jim Ellis  
Tel: 01752 816995/07738 907715.  
Meeting places alternate between the  
Jamaica Inn Bodmin Moor and The  
Highwayman at Sourton nr  
Oakhampton every second Wednesday  
of the month.

**17th-18th February**  
Bristol Classic Car Show  
Royal Bath and West Showground.

## March 2007

**Tuesday, 6th**  
West Midlands and Warwickshire Saab  
We will meet at the Stonebridge  
pub, 7.30/8.00pm on the A45 just 1  
mile from Birmingham airport, contact  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk) for further details.

**Sunday 22nd**  
Durham Saab  
Tees Barage (Restaurant - possible  
meal) Contact: Joan.

**23rd-25th March**  
Scottish Weekend 2007  
Hetland Hall Hotel, Carrutherstown  
Telephone: 01236 752089  
Email: [elizabethmills@tiscali.co.uk](mailto:elizabethmills@tiscali.co.uk)  
See opposite page.

## April 2007

**Tuesday, 3rd**  
We will meet at the Stonebridge  
pub, 7.30/8.00pm on the A45 just 1  
mile from Birmingham airport, contact  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk) for further details.

**Sunday, 8th-9th**  
Cheshire, Staffordshire Saab  
Weston Park  
Easter

**Sunday, 15th**  
Cumbria Saab  
Carr's Flour Mill (tbc) [www.carrs-flourmills.co.uk](http://www.carrs-flourmills.co.uk)

**27th-28th April**  
Spring Weekend  
Vally Hotel, Ironbridge, Schropshire  
Jean & Bernard Crowhurst.  
[crowhurst@bernjean.fsnet.co.uk](mailto:crowhurst@bernjean.fsnet.co.uk)

## May 2007

**Sunday, 6th**  
Cumbria Saab  
Walk in the fells, 1.30pm. To be  
arranged.

**Sunday, 13th**  
Cheshire, Staffordshire Saab  
Cholmondeley Castle

**Sunday, 20th**  
Cheshire, Staffordshire Saab  
Spares Day  
Tittesworth Water, Staffordshire.  
See page 46.

**Sunday, 20th**  
Saab Lazy Sunday  
Thames Head Inn, Gloucs

**Sunday, 27th**  
Cheshire, Staffordshire Saab  
Staining near Blackpool

## June 2007

**Saturday, 2nd-3rd**  
Cheshire, Staffordshire Saab  
Tatton Park.

**Saturday 9th**  
Peaks and Dales  
Windy Harbour Hotel, Derbyshire.  
Contact: Richard Elliot on 01457  
852 944 or email:  
[technical@saabclub.co.uk](mailto:technical@saabclub.co.uk)

**Friday, 15th-17th**  
Cumbria Saab  
Lakeland Weekend, Keswick.

**Sunday, 17th**  
Cheshire, Staffordshire Saab  
Sandon Hall.

**Sunday, 24th**  
Cheshire, Staffordshire Saab  
Blackpool.

Saab 60th Birthday.  
Trollhattan, Sweden.  
See page 23.

Durham Saab  
Northumberland Coastal Run with  
lunch at Embleton Arms. (17th or 24th  
TBC) John will speak with Cumbria  
Saab to avoid a clash of dates.  
Contact: Stuart and John.

## July 2007

**Sunday, 1st**  
Cheshire, Staffordshire Saab  
Cars in the Park.

**Sunday, 8th**  
Cumbria Saab  
Steam Rally, 10.00am. Hayes Castle,  
Distington.

**Sunday, 22nd**  
Cheshire, Staffordshire Saab  
Southport

Durham Saab  
Cheviot Run. John to check dates with  
MOD. Date TBC. Contact: John.

**The National 2007**  
The Oatcake Rally  
27-29th July.

## August 2007

**Saturday, 4th-5th**  
Cumbria Saab  
Woodvale International Rally.  
Woodvale Aerodrome, Southport  
(details from Margaret and Gordon).

**Sunday, 5th**  
Cheshire, Staffordshire Saab  
Trentham.

**Saturday, 11th-13th**  
Cumbria Saab  
International Saab Club Meeting.  
Ljungbyhed, Skane, Sweden.

**Sunday, 12th**  
Cheshire, Staffordshire Saab  
Nantwich.

**Saturday, 18th-19th**  
Cheshire, Staffordshire Saab  
Tatton.

**Sunday, 26th**  
Cheshire, Staffordshire Saab  
Capesthorpe.

Durham Saab  
BBQ at Zelga's. Possibly 19th August.  
John to confirm. Contact: John.

## September 2007

**Sunday, 2nd**  
Cheshire, Staffordshire Saab  
Cholmondeley.

**Saturday, 8th**  
Cumbria Saab  
Slate Mine at Honister.  
[www.honister-slate-mine.co.uk/Pages/home.htm](http://www.honister-slate-mine.co.uk/Pages/home.htm)

**Sunday 30th**  
Durham Saab  
Krimo's for lunch. (Hartlepool Marina  
and art gallery). Contact: Pamela.

## October 2007

**Wednesday, 10th**  
Cumbria Saab  
AGM, 8.00pm at Derwent Lodge Hotel.

**Sunday 28th**  
Durham Saab  
Planning meeting and AGM.  
Contact: John.

## November 2007

**Monday, 5th**  
Cumbria Saab  
Firework Display and Pub Supper,  
7.00pm at Cockeremouth Main Street.

## December 2007

**Friday, 7th**  
Cumbria Saab  
Christmas Dinner 7.30pm for 8.00pm  
at Borrowdale Hotel.

Durham Saab  
Christmas Meal.  
Venue and date TBC.  
Contact: John.



# AroundtheUK



## AroundtheUK

### Contacts

THIS LIST REPLACES ALL OTHERS (Please amend your Yearbook List)

**CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB**  
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E: sc.s.branch@ntlworld.com  
www.2csaabbranch.org

**CUMBRIA SAAB**  
Robert Morley  
44 Brierydale Lane  
Stairburn  
Workington  
Cumbria  
Tel: 01900 679 26

**DALE SAAB**  
Richard Unsworth  
Blue Slates Cottage  
6-8 Quarry Lane  
Tandem  
Huddersfield, HD5 0AP

**DUMFRIES, GALLOWAY & BORDERS SAAB**  
Gerald Chamberlain  
113 Bergh Road  
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Cumbria, CA2 7NB  
Tel: 01228 537 838

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Tel: 01379 740 158  
E: sootysaab@aol.com

**EAST MIDLANDS SAAB**  
Peter Briggs  
15 Brickenell Road  
Calverton  
Nottingham, NG14 6PL  
Tel: 0115 845 7283  
www.eastmidlandssaab.co.uk  
E: peter@eastmidlandssaab.co.uk

**EAST SUSSEX SAAB**  
Toby Field  
78 Foxglove Road  
Eastbourne  
East Sussex, BN23 8BX  
Tel: 01323 460 363  
www.eastsussexsaab.co.uk

**EBOR SAAB**  
Julian Lawless  
7 York Road  
Acomb  
York  
North Yorkshire,  
YO24 4LW  
Tel: 01904 338 334  
E: rubysaab900@yahoo.co.uk

**FIFE AND TAYSIDE SAAB**  
Liz Robertson  
9 Fernhill Gardens  
Windygates  
Fife,  
KY8 5DZ  
Tel: 01333 351 364  
E: jackthesaab@hotmail.com

**HAMPSHIRE & ISLE OF WIGHT SAAB**  
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Alverstone Road  
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Isle of Wight,  
PO32 6NN  
Tel: 01983 880 084  
E: ricky@starfishdesign.co.uk

**LANCASHIRE SAAB**  
David Vivyan  
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Rainford  
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Merseyside,  
WA11 8PA  
Tel: 01744 884 562

**NORTH WEST SAAB**  
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Hadfield  
Glossop,  
SK13 2EN  
Tel: 01457 852 944  
www.saab-nw.co.uk

**SOUTH YORKSHIRE SAAB**  
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10 Byrne Close  
Barugh Green  
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South Yorkshire,  
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Tel: 01226 385 139

**SURREY & WEST SUSSEX SAAB**  
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Sheerwater  
Woking  
Surrey .  
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Tel: 07711 439 585  
E: m.dey@btinternet.com

**THAMES VALLEY SAAB**  
Alan Patten  
Green Meadow Cottage  
Stoney Lane  
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THATCHAM, RG18 9HD  
Tel: 01635 868478  
E: thamesvalley\_saab@amservice.com

**WESSEX SAAB**  
Nigel Bailey  
12 Oakdene Close  
Wimborne  
Dorset  
Tel: 01202 886 888  
E: nhbailey@btinternet.com

**WEST MIDS & WARWICKSHIRE SAAB**  
Rob Gray  
36 Kenilworth Crescent  
Walsall, WS2 7RE  
E: contact@wmwsoc.co.uk  
www.wmwsoc.co.uk

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

Stephen Trigg, 18 Clevelands Avenue, Draycott, Derby, DE72 3NR - Tel: 01332 872302  
Regional Groups Co-ordinator: Martyn Ashcroft  
197 Corneville, Bucknall, Stoke-on-Trent, ST2 9ET  
Tel: 01782 878405  
e-mail: branches@saabclub.co.uk

All correspondence to: Martyn Ashcroft  
197 Corneville, Bucknall, Stoke-on-Trent, ST2 9ET  
Tel: 01782 878405, E-mail: branches@saabclub.co.uk

Hello All

I hope you had a good Christmas and New Year.

Just a quick one this time. Christmas is coming at the point of writing this and there is no rest for the wicked. Sainsbugs is very busy and with working nights and driving the wagons, there is not enough time for the family and Saab Owners Club business.

There has been a renewed interest in a Cornwall local group again and also in Kent. If the persons organising these meetings please contact me then we can run an advert in the 'Driver'.

We also need dates for the diary again so please get them in to me as soon as possible.

*Martyn Ashcroft  
Regional Groups Co-ordinator*

### Howdy all from Lancashire!

This months meeting was the quietest so far, probably due to Christmas shopping, the weather and the such. Still had 16 of us though, so we aren't complaining! Many thanks to those who could make it, and we hope to see the rest of you in the new year at some point. A big thank you to Graeme Lambert, from the West Midlands group for making the journey to come and see us this month, Coventry is a long way, although he was visiting me for the Christmas shindig too.

Just a few things to mention, the most important being the fact we are have persuaded (well, Steve has!) APL to have a bit of an open day in January. Saturday the 13th to be exact, and the best news is that they will have a couple of maptun demonstrators we can play about with, so people can get an idea of what such an upgrade can do to a standard car. Again, Steve has been badgering them to get a reduced rate for anyone who signs up for such an upgrade on the day, although they are, they will take some persuading! I will be doing a write up for 'Driver' magazine on this one, so if you can come along, please do, if nothing else it should be a good day out.

Steve and I are off to Euro Car Parts in the morning to hopefully thrash out another deal for you chaps, basically a nice price on anything Saab related, which means they win more customers, and we win, by paying less for bits and bobs. We shall keep you all informed of how things go. Another thing we are considering, if there is enough interest, is a bulk buy scheme, where we all chip in for a bulk buy, for example, on oil filters, and bring the cost down. Thoughts please...

The membership cards have now arrived and will be dished out on a 'when I see you' basis. These are mainly for identity purposes to gain any discounts we can negotiate, so it's well ►



# Around the UK

worth having one. For those who already have theirs, for your Membership number, please use your SOC Membership number. For those who are not SOC Members, just leave it blank for the time being.

It has been mentioned about collecting subs for the group, nothing too pricey, but just a small contribution to help us with some costs, and also to fund future events etc. A figure that was suggested was either £15 per year, or for those occasional visitors, £2 per meeting. If you have any thoughts on these figures, please let me know, sooner rather than later, as we need to put something in place.

Anyone who is a Member of the SOC will know we get a yearbook, and in it there are Members' names who can be contacted in an emergency, or for a brew if passing etc. A Member has suggested we can do a similar thing, for those who wish to be included. It would be handy should anyone have a problem with their car, then they can ask another Member with the same car... I like it, and it gets my vote. Thoughts please, and I shall make up contacts sheet if it's a thumbs up.

Rolling Road Session – We are looking to collect deposits for attendees for this day in January, either at the APL day, or the usual monthly meeting. We have decided to still have the usual monthly meeting in January and February, as it has been published in 'Driver' already on the rolling events diary.

So to sum up, future dates are...

- 8 January – usual meeting, still at the Railway Tavern
- 13 January – APL open day
- 10 February – rolling Road
- 15 February – usual meeting, usual venue

So that's it for this year. On behalf of myself, Steve and Dave, thank you for your support, it's your group after all, and you get out what you put in. We have some good ideas on-board for next year, and I'm sure once summer arrives, we will be a very well established and happy group! It was noted by Graeme from West Midlands on how our attendances are on a par with theirs, and after just four months, it's a great achievement. Well done everyone!

Have a very Merry Christmas, and a prosperous new year

*Neal*

*Lancashire group*

**“** Rolling Road Session – We are looking to collect deposits for attendees for this day in January, either at the APL day, or the usual monthly meeting.

## Cumbria's a group of liars!

We had an excellent evening out on the 16 November, when a few of us went to the World's Biggest Liar Competition at the Santon Bridge Inn in Eskdale.

The competition has been going on for over 30 years, but it was a first time for all of us – you know what it's like when something is in your area, you never bother going. People from as far away as New Zealand and the USA had made the effort!

The competition is sponsored by Copeland District Council (who had to put up with quite a bit of stick from the local contestants), and Jennings Breweries (which some of those who come to the Lakeland Gathering may have visited).

There were 14 competitors, drawn from the length and breadth of the UK. Tony Blair was visiting Sellafield that day, but politicians are not allowed to enter as they have too much practice in telling tall stories. The idea is to find who can tell the most entertaining tale – truth is out.

We had an appeal for an end of cruelty to dragons from a young Welshwoman, who told us that that is what has been helping the Welsh fuel crisis for years, several very fishy tales, including one about a goldfish on Viagra and a

whale, and a nice reference to a new holiday village to be built near Whitehaven, called Lowcatraz. One of my favourites explained why air travel is getting cheaper. Britain is actually moving closer to the Continent and gradually moving south – the reason for the warmer weather. The big storm in 1986 was caused by a bit of mismanagement when someone put their foot on the accelerator. The movement is caused by the wind farms, which have been bought up by our overseas sportsmen, who would prefer a warmer climate.

The winner was, for the first time, a woman. Sue Perkins, the comedienne, from down south, spun a very good yarn about Herdwick sheep, who are responsible for the hole in the ozone layer. You know what happens when lots of sheep eat lots of very good quality grass. We ended up being invaded by the armies of the Democratic Governments of Iraq and Afghanistan (all eleven of them), as they had evidence of muttons of mass destruction. So, for only the third time, the trophy officially leaves Cumbria. It will be interesting to hear what she comes up with next year, as the winner has to defend their title.

*Margaret Halstead*

# SY Christmas PARTY



We held our annual Christmas Party at the usual meeting place, Hatfield Youth Custody Centre, on 13 December and were delighted to be joined by Eric and Janet Rawson.

Eric was one of the founding Members of our group many years ago. Some of you senior Members (Neil, Jenny, Mike, Hilary, Jean, Bernard, Steve Pace and a lot more) may remember him. He and the well-known 'South Yorkshire Mafia' used to organise our camping weekends at Fishlake Water Gardens and Hatfield Marina in the late 1970s and early 1980s.

We had a great evening catching up on news of old friends and families.

Thanks to all our Members for the wonderful spread provided, we had so much food we had to pass some on to the Prison Officers in the main Clubhouse.

We would also like to pass on our best wishes to Officer Jed Cox who used to be a Saab Club Member and arranged our meeting place some 10 or more years ago. He has had a very bad motorcycle accident but is now home from hospital and on the long road to recovery.

*Sue Long, South Yorkshire Group*

## Noticeboard

### International Saab Club Meetings in 2007

There will be no special international clubs meeting organised in 2007.

No Club has issued an invitation as it seems everyone has been waiting for Saab to announce their plans to celebrate 60 years of cars.

The Club representatives at their recent meeting in Ljungbyhed, agreed that the proposed Anniversary Saab Festival should replace a Club organised event.

This will of course mean a return to Sweden for many of us in less than a year (oh, how tiresome!)

As General Motors do not seem to have given Saab a budget for this event as yet, final announcements can not be made! Everyone is working on the assumption that the days of and preceding Saturday and Sunday 16/17th June 2007 will comprise the Festival. It is expected that there will again be participation by SDCC – the spare parts organisation that was a big attraction in Trollhättan in 2005.

There may be links to the aircraft company at Linköping who will be celebrating 70 years of Saab in the air! But it is difficult to see how this can be incorporated into an event several hundred kilometres away! See [www.saabfestival.com](http://www.saabfestival.com)

### Saab Lazy Sunday IV – Sunday 20th May 2007

I know this is a long way off but well worth putting in your diary. As many here will know, a 'Lazy Sunday' is just that.

We meet early at a pub to wander around the cars, chat and enjoy a Sunday lunch. After which we travel (sometimes in convoy) to a local attraction. You can come and go as you please, there is no booking required or money to be sent. For 2007 we will be meeting at The Thames Head Inn, near RAF Kemble in Gloucestershire for the planned wandering, chatting and Sunday lunch. They have agreed to opening a paddock area for parking along with our own area for lunch. [www.thamesheadinn.co.uk](http://www.thamesheadinn.co.uk)

Following lunch, a 30 minute drive to the Car Museum at Bourton-on-the-Water with private parking in the British Legion car park. [www.cotswold-motor-museum.com](http://www.cotswold-motor-museum.com) Followed by a late afternoon 'tea' and opportunity to wander around this pictureque Cotswold village. [www.bourton-on-the-water.net](http://www.bourton-on-the-water.net)

Alternatively if you would prefer, you could visit one of Bourton-on-the-Waters' many other attractions. More information in the next issue of 'Driver'.

### SOC at the Bristol Classic Car Show

The Club stand will feature at the Bristol Classic Car Show to be held at the Royal Bath and West Showground, Shepton Mallet, Somerset. 17-18 February 2007

This year we have been invited to exhibit in the main hall. The Classic Car Show with over 200 autojumble stands, 70 trade and 70 car clubs with demonstrations throughout the day. Adults £8.50 (£6.50 advance ticket). Concessions £7.50 (£5.50 advance ticket). Children under 16 FREE. Parking FREE [www.nwe.co.uk](http://www.nwe.co.uk)

MEMBERSHIP CARDS MUST BE SHOWN AT ALL EVENTS. PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

# SaabOwnersTravelClub

Wow hasn't 2006 flown by? This probably means that next year will too. So, what better time to get organised and have that holiday you said you would, choose a package picked from a brochure or a tailor made one just as you want it. Of course, there are also many specialist and 'interesting' tour operators arranging all sorts of exciting, escorted alternatives. Go sailing, trekking, canoeing, climbing or diving; study other cultures, ancient history, the landscape or the wildlife; improve your photography, cookery or painting skills, explore

countries that fascinate you or simply relax in and around your resort, by the pool (glass in hand) or strolling along the beach!

**DID YOU KNOW?** If you book any holiday from any brochure you will receive the best discounted price from your very own Travel Club. Whatever price is in the brochure... you get it for less at The Travel Club.

You'd better get booking!

*Bob Featherstone*



Departure Date: 13th March 2007 – 8 day holiday (for other departure dates please check). Double £1,155 pp or single £1,235 Includes... round trip air from Heathrow Hotel transfers, services of a Tour Manager, many meals, sightseeing and entertainment as detailed. Luggage handling and departure taxes.

#### Day 1: Overnight Flight

Your tour begins with an overnight flight.

#### Day 2: Arrive Beijing, China - Tour Begins

Welcome to one of the most fascinating cities in the world, Beijing. Over the next several days you will experience the beauty and intrigue of this ancient culture.

#### Day 3: Beijing

Your day is highlighted by a sightseeing tour of Beijing, the capital of the People's Republic of China, with visits to Tiananmen Square, the Forbidden City and the Summer Palace. Tonight, a special Peking duck dinner is included.

#### Day 4: The Great Wall

No visit to China would be complete without seeing The Great Wall. Behold this awesome site and have the chance to walk along a portion of this 3,700-mile marvel. Travel through the

Valley of the Ming Tombs, where you will visit the burial site of one of China's past emperors. Your dinner this evening is followed by a special treat: the Peking Opera show.

#### Day 5: Beijing - Xian

This morning you fly to the interior of China, arriving in Xian, one of the most fascinating cities in the world. Visit the Shaanxi Provincial Museum where your guide will explain in detail the history behind the fascinating artefacts on display. Your next stop is the Wild Goose Pagoda, a living Buddhist temple.

#### Day 6: Xian

Travel through the farmlands outside the city to the Terra Cotta Warriors Museum compound. The artistry and sheer number of these ancient creations will leave you in awe. This afternoon, visit Xian's Islamic Mosque which dates back to 742 AD, during the Tang Dynasty. Join your fellow travellers this evening for a dumpling dinner.

#### Day 7: Xian - Beijing

This morning you travel back to Beijing where you will visit the Temple of Heaven, the best kept royal garden in Beijing. Enjoy a time-honoured and favourite pastime of the Chinese when you go kite-flying on the grounds of the Temple of Heaven! It doesn't take much effort to fly and the kite is a great souvenir to take home. Afterwards you have the opportunity to experience ancient Beijing on a rickshaw tour through its narrow streets and alleys. Enjoy one last walk through the bustling streets of Beijing before joining your fellow travellers for a farewell dinner.

#### Day 8: Beijing - Depart for Home

Today you will board your return flight to the UK arriving home the same day.

#### The Travel Club

## 0845 6060 910

Office hours: 09.00 – 18.00

Mon-Fri, 09.30-13.30 Saturday

Prices and details are correct at time of being transmitted, but are subject to change without prior notice. All offers are subject to availability. Operators' terms and conditions apply. The air holidays and flights are ATOL protected by the Civil Aviation Authority. ATOL protection extends primarily to customers who book and pay in the United Kingdom. Travel Club Services Ltd, Teknol House, Victoria Road, Burgess Hill, West Sussex RH15 9LH. Registered Company number 3406090. VAT Registration number 760 3688 17.



## TWO STROKE SAAB SPECIALISTS



**Two Stroke** have been specialising in all aspects of SAAB's for over 20 years. We are the largest resource of SAAB Spares on eBay and are constantly listing more items daily. We aim to exceed the expectations of all our customers, providing a fast, reputable service at good prices.

### Air conditioning

Routine servicing and recharging of A/C for all makes and models from £75. Our in house air conditioning expert is able to undertake all fault finding and diagnostic work with repairs carried out quickly to meet your budget.

### Wheels and tyres

We always have a wide range of new and used genuine Saab wheels to help you update the appearance of your Saab. Please contact us for details of exclusive wheels and tyre packages. Tyres for other makes and models supplied at competitive prices.

### Accident repairs

Accident repairs from small car park dents to major jig work. Insurance claims handled from start to finish, delivery and collection service and free loan cars available during the repair. Restoration and renovation of classic models to concours standards.

### Brake disc grinding

Save the expense of new brake discs by having your existing front and rear brake discs re-faced. This process removes the causes of brake judder and squeals, greatly improving braking performance. This work can be undertaken on all makes and models saving you hundreds of pounds compared to the cost of new discs.

### We specialise in:

- R12 to R134 Conversions
- Sensonic Conversions
- TCS Traction Control Modifications
- Tonneau Lift Motors (which we can fit a reconditioned modified unit for half the price a main dealer can supply a motor for!)

### Quality used Saabs for sale

Any new or used Saab offers quality, style, safety, performance and great value for money. All of our sales cars are fully serviced to the highest standards and are supplied with new MOT's. Fully comprehensive warranties are included with all vehicles ranging from three to twelve months. Bespoke after-sales packages can be arranged on request to include on-going maintenance and warranty cover. Please contact Roy or Michael for further details.

### Parts

**With the largest selection of pre 2004 Saab Spares in Europe,** we can guarantee we have all your new and nearly new requirements. If not already waiting on our storage racks or still on one of the **140 SAABs** we are currently dismantling, then we can obtain your requirements from one of our associate companies in **Sweden, Germany, Holland, Belgium or France.**

Saab  
Your specialist in:  
Cambridgeshire  
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Parts  
Car Sales  
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### Bodyshop

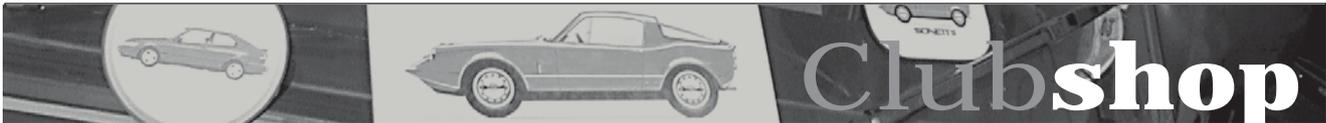
We offer full insurance assistance in conjunction with a **"SAAB APPROVED BODYSHOP"** offering full Saab Warranty on all work carried out.

- **Full claims assistance** undertaken on behalf of all our clients to prevent your car from being written off.
- **We collect your vehicle,** leave you a loan car, estimate the cost of the repair, and deal with your insurance company/engineer.
- **Repairs will be carried out immediately** and usually a free loan car is provided.
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- **"VBRA"** bodyshop jiggging facility, oven bake body spray booth and specialist body repair work accommodated.
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visit our eBay shop at [stores.ebay.co.uk/two-stroke-to-turbo-saab-spares](http://stores.ebay.co.uk/two-stroke-to-turbo-saab-spares)



Phone: 01780 720541 Fax: 01780 729066 E-mail: shop@saabclub.co.uk Molly Kenchington (shopkeeper) 32 Kelthorpe Close, Ketton, Stamford, Lincs. PE9 3RS

# Shop News

I am very encouraged at the way the Shop has 'woken up' this month and a steady little stream of parcels are being despatched. I apologise to those Members who have had to wait for their different shirts but it is difficult to maintain all colours in all styles and sizes. Our suppliers are very good and I feel it is better to wait for a good thing rather than settle for rubbish.

One Member recently ordered a 'Driver' binder and I noticed that this had been missed from the contents of the shop area. The Code No. is 62 and the price is still £6.50. We have plenty of these in stock – so don't forget to protect your 'Driver' magazines!

The Saab DVD has very quickly 'sold out' – it has taken about ten days from the arrival of the latest magazine. I will endeavour to get some more as they are really well worth having. Some coasters should be on their way from

Sweden even as I am writing this, they will be for sale in packs of six. One set has an engraved sketch of the top of a Sonett and the other type is the Saab with plane. The engravings are on a circle in the middle of the coaster. Both have the word Saab engraved on them, my only description is silverfish! They are very attractive. The problem is with getting enough stocks of these. They are backed so will not scratch your table. The price is £20.00 per set and at present there are only five sets of these available. The size is just over three inches square.

Not having had enough of the Shop in the garden – I hope you will all have enjoyed Christmas and the New Year and look forward to seeing as many of you as possible in 2007.

Happy Shopping  
Molly

Description	Order Code	Price	Description	Order Code	Price	Description	Order Code	Price
<b>SOC Branded Goods – prices as shown</b>			<b>Car Shaped Lapel Badges – all at £2.50</b>			<b>T-Shirt (S, M, L, XL)</b> (400) all at <b>£13.00</b>		
Car Mats (to order)	(12)	<b>£36.50</b>	95 in blue, green, red, orange	(120)		<b>Polo Shirt (S, M, L, XL)</b>	(500) all at	<b>£17.00</b>
Grille badges	(22)	<b>£14.50</b>	<b>Car Shaped Lapel Badges – all at £2.50</b>			<b>White/Navy Polo Shirts</b>		
Windscreen Stickers	(21)	<b>£1.00</b>	96 V4 in green, red, orange, white	(130)		ladies (546) (14) (547) (16)	all at	<b>£17.00</b>
Tax Disc Holder	(22)	<b>£1.00</b>	99 in blue, red, white, black	(140)		mens (548) (M, L, XL)		
Red/Gold Pen	(50)	<b>£2.50</b>	900 in white, green, red, silver	(150)		<b>Sweatshirts (S, M, L, XL)</b>	(700) all at	<b>£18.00</b>
White/Gold Pen	(51)	<b>£2.50</b>	<b>Key Fobs - all at £3.00</b>			<b>Silk Ties in navy, maroon</b>		
Ballpoint Pen	(52)	<b>£0.30</b>	SOC	(201)		(663)		<b>£10.80</b>
Blue/Gold Pen	(53)	<b>£2.50</b>	Saab plane black enamel on chrome, black leather	(206)		<b>Silk Ties Saab 96 in green &amp; blue</b>		
Mugs (Driver)	(41)	<b>£5.00</b>	<b>Car Shaped Fobs - all at £3.00</b>			(662 & 681) <b>£6.80</b>		
Mugs (SOC)	(42)	<b>£5.00</b>	For 95, 96V4, 99 and 900 in various colours			Scarves in red, sky blue, mid-blue		
Calculators	(54)	<b>£3.50</b>	<b>Clothing</b>			(670) <b>£9.60</b>		
'Driver' Binder	(62)	<b>£6.50</b>	All T-shirts and polo-shirts have either the Club logo or Saab 'Driver' logo – please ask.			(81) <b>£6.50</b>		
<b>Lapel Badges – all at N062 £2.50</b>						<b>Emergency overalls</b>		
SOC	(101)					(875) <b>£7.00</b>		
Saab Scania enamel	(102)					<b>Safety vests (M, L, XL)</b>		
Saab Scania resin	(103)					(791/2) <b>£9.50</b>		
Saab – green	(105)					<b>Saab Models</b>		
SOC Cloth Badge 3" dia	(191)					<b>£7.50 + £12.50</b>		
Saab Label Badge	(109)							

**Your suggestions are invited for items you would like to buy from your shop**

Code	Description	Colour	Size	Model	Year	Quantity	Price

Please use a separate piece of paper if you don't wish to spoil your 'Driver' – remember to incorporate all relevant information.

Name: \_\_\_\_\_ SOC No: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Tel: \_\_\_\_\_ Date: \_\_\_\_\_

Total Cost £ \_\_\_\_\_

Please state method of payment (delete as applicable): Cheque/Visa/Mastercard/ Eurocard/Postal Order/Sterling Travellers Cheques. Please do not staple cheques to order form. Due to bank charges we are unable to accept credit card payments for less than £10.00.

For Credit Card Payment please complete the following:

Cardholder's Name: \_\_\_\_\_

Card Number:

Date of issue: \_\_\_\_\_ Date of Expiry: \_\_\_\_\_ Signature: \_\_\_\_\_

Cardholder's Billing address inc Postcode

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Delivery address if different from above

\_\_\_\_\_

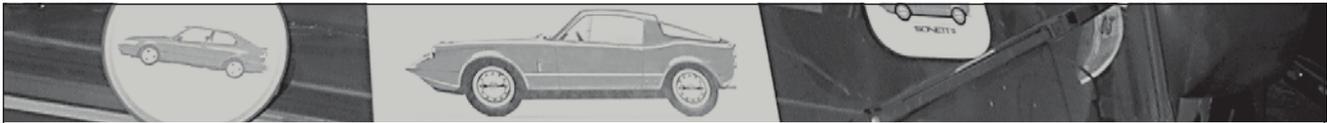
\_\_\_\_\_

\_\_\_\_\_

For correspondence please include an SAE - Include your Membership No with all orders - Cheque/PO payable to SAAB OWNERS CLUB OF GREAT BRITAIN LTD

Purchase online by secure catalogue at [www.saabclub.co.uk](http://www.saabclub.co.uk)

CHEQUES PAYABLE TO SAAB OWNERS CLUB OF GB



# Shopping in the Garden

I did say in my last Shop News that I hoped to see my drive overflowing with Saabs at the weekend shop opening in my garden. David Ross very kindly delivered the tent for us for which many thanks.

The weather didn't bode well for shop opening but I have never felt that our weather should stop anything I wanted to do. On the Thursday preceding the weekend Robert decided the tent should be put up in case we were faced with gales and rain the next day – which we were. Some neighbours had volunteered to come and assist but they were called away so we removed all the parts from the garage and Robert put it all up single handed.

On Saturday it did not auger well for much to happen as it rained and the wind was extremely strong so we decided to get the stock – a limited amount – downstairs and then see what might happen later. In the middle of the terrible muddle in the kitchen – four Club Members arrived and discovered us in the tent making a late start. We invited them into the kitchen and various items were tracked down amongst the heaps – a few caps fell on the floor and clothes were tried on and despite the slight confusion we all had a laugh and got to know each other – and everyone left feeling happy with their purchases. We set up the shop but the weather deteriorated so at the end of the day we moved the shop contents to the Summerhouse and secured them.

Sunday morning dawned fine and sunny so we set up once more. The morning dragged on a bit so I decided to take down the shop sign. Almost immediately I had done so, along came some Saabs and things started to wake up. One Member arrived with an absolutely wonderful Sonett which he had rebuilt – it was a privilege to have it on the drive. The work he had put in must have taken up a huge part of his life, and he was justifiably very proud. His friend

accompanied him in an equally impressive MG also rebuilt. Both the cars were so beautifully finished both inside and out especially the marvellous steering wheels. It is such a pleasure to see such dedication especially in these times when every third person seems so depressed.

The afternoon progressed and more visitors arrived, some of them hadn't met each other before and we all mixed very well and exchanged ideas and had an enjoyable time, they said they would come again if we decided to do another Shop in the Garden weekend. Everyone enjoyed being able to choose their purchases in an unhurried manner and to be able to see what was on offer rather than read about it. Cups of tea etc were dispensed in the Summerhouse and nobody seemed in a hurry to leave. We all agreed the idea had been a great success and the intention is to have another weekend here in the Spring. So watch the Shop News in the next edition of 'Driver' and we will see if we can make it an even better occasion than this one. My idea had really been to get to know more Club Members and to maybe introduce them to each other and also to enjoy the shop so I think that worked very well.

The delightful day was brought to a lovely conclusion by the arrival of Janet and Peter who had had an enjoyable time at Newark Air Museum and then later exploring this village.

One of the very best things about running the Saab Shop is that I feel able to promote new ideas and introduce more attractive items for Members to enjoy and feel that I am not 'on the outside looking in' but a small part of a very kind family.

Molly

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### CLUB SCHEME

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Members' prices include 17.5% VAT and delivery UK Mainland. Quotations supplied for deliveries elsewhere.

Systems are also available for a wide range of other makes/types of vehicle. A range of Stainless steel clamps is also available at £5.25 each including VAT plus, if sent separately, p+p £3 per parcel (Excluding turbo systems).

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[ges.ltd@eclipse.co.uk](mailto:ges.ltd@eclipse.co.uk) quoting: Name, address, telephone number, Membership number and relevant vehicle details including Registration number. Immediate payment to Guaranteed Exhausts either by acceptable credit card, cheque or cash. In case of need Mr Gore may be contacted on 01386 841383 but calls please weekdays up to 1700 hrs. Think stainless..with a lifetime guarantee and benefit as so many have already - Order in good time - Avoid disappointment when your present exhaust fails. This scheme is offered without any liability or recourse to the club, it's Officials or Mr Gore.

### Some of the systems currently available are:

CAR	YEAR	MEMBERS PRICE	EQUIV RRP
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99L GL EMS GLS GLE SAL	76 on	£284.21	£407
900 GL GLE EMS GLS CD	79-83	£286.41	£410
900 900i	85-90	£327.87	£410
900 Turbo	81-82	£380.56	£546
900 Turbo	84 on	£368.83	£529
900i 16V Cat	89-91	£251.44	£359
900i 2L 16V HB	88-91	£327.87	£470
900i 2L 16V CAT	91-93	£224.27	£320
900i 2.3L CAT 16V	10/93 on	£375.93	£540
900 Turbo CAT 8V	89 on	£237.67	£339
900i 2L Turbo 16V CAT	10/93 on	£275.93	£540
900i 2L Auto CAT	10/93 on	£375.93	£540
900i 2L CAT Manual	10/93 on	£314.98	£451
900i 2.3L CAT	93 on	£375.93	£540
900i 2.5L CAT V6 24V	94 on	£330.12	£473
9000 Turbo 16V HB 5dr NFB	85-88	£359.09	£515
9000	86-88	£359.09	£515
9000 9000i	86-90	£327.87	£470
9000 5dr 2L HB CD Turbo NFP	88-90	£359.09	£521
9000 2Li Turbo CAT CS	92 on	£359.09	£521
9000i 2L 2.3L CAT, various models incl HB CS CD Turbo	10/89-92 on	£286.43	£409
9-3 2.01 CAT B2041	02/98 on	£366.67	£526
9-3 2.01 CAT Turbo B204L	02/98 on	£366.67	£526
9-3 2.01 CAT B2341	02/98-09/98	£366.67	£526
9-3 2.2L TDI CAT HB	03/98 on	£380.64	£546
9-5 2Li 2.3Li Turbo CAT Sal	06/97-09/01	£430.29	£618
9-5 2Li CAT Est	06/97 on	£358.20	£514
9-5 2.3Li Turbo CAT Sal	07/99 on	£495.16	£712
9-5 2.3Li CAT Est	07/00 on	£521.08	£750
9-5 2.3Li Turbo CAT Sal	06/97-09/01	£495.18	£712
9-5 3Li Turbo CAT Sal	06/97-09/01	£389.65	£559

Catalytic systems are supplied excluding front pipe and CAT.  
In course of introduction are catalytic converters to fit some Saab models



# The International 2006

This year's International was held in Ljungbyhed, southern Sweden. This was the furthest we had travelled to an International meeting if you discount the USA, as we flew there.

Leaving home about 10.30am on Saturday morning we arrived on the outskirts of Barcelona about 6.00pm, thereupon we were greeted by the heaviest downpour I have ever experienced in Europe. Travelling along the four lane Barcelona bypass, which has a 120kph (75) speed limit, visibility was reduced sensationally to just one car length and speeds down to 25mph. It only lasted less than 10 minutes and a further 10 minutes down the road the tarmac was bone dry!

Stayed overnight just short of the border near Girona, Catalan country, first day 473 miles.

The rest of the journey was uneventful, after an overnight between Nancy and Metz we spent the morning in Luxembourg and the afternoon in Trier before pressing on to spend the night at Kamen/Unna, just north of Dortmund.

The following morning onto the ferry port at Puttgarden, replenish beer stocks at the border shop, (non-German residents can avoid paying a deposit on cans here) before catching the 40 minute ferry to Rodby in Denmark and on past Copenhagen and across the new bridge that connects Denmark to Sweden, a truly spectacular experience, and onto our destination a day early. Mileage to date, 1,842 miles.

## The International 2006

Friday we signed-in, received our t-shirts and goody bag, included was a map and tulip navigation for the scenic 'The South Ridge' tour, we sampled the welcome tea/coffee and

cakes, had a look around and renewed some old acquaintances. There was already an opportunity to ride in a vintage Saab, something I declined as I have already owned two 2-Strokes, a V4 and a 99 in the past. In the evening there was a 'light' supper which was good and not so light! Opening speech by the Chairman of the Svenska Saabklubben, Martin Bergstrand.

Saturday morning there was separate parking for People's Choice parking and a separate car park for day visitors, the race track was opened, Saab Team Racing had brought two cars. It started to rain about 11.00am and did not abate until the evening which spoilt the outside programme somewhat. There were three separate seminars, each repeated later in the day, one by Eric on his rallying days, one by Peter Bäckströme of the museum on modern Saabs and also one about the Saab production car racing team. Eric, as always, was very entertaining, Peter told us many interesting things about current models including why the colour for the Anniversary Convertible is called Cerulean Blue in the UK and Electric Blue in the rest of the world. Something to do with a naughty pay-to-view TV channel we were told. Peter also told us where the many parts for our Saabs now come from, apart from the convertible now being built in Austria, 1.9 diesel engines come from Turin, Italy, six speed gearboxes from Kaisersautern, automatic gearboxes from Japan and V6 engines from Australia. The 9-3 is still built in Sweden alongside the new Cadillac BLS. ►



Unfortunately, the name of the guy from Saab Team Racing escapes me, but he told us of the success they are having in Sweden competing against BMW M3s and Porsches with diesel engined Saab 9-3s, in three hours and eight hour endurance racing.

The evening dinner was a grand affair, the starter was waiting on the table as we arrived, herring on a bed of salad, followed by turkey for main course and finishing with a sweet. A bonus to follow with the coffee was a birthday cake to celebrate the Swedish club's birthday and there was plenty to go round the 700 guests.

Entertainment for the evening was by two girls and a guy who sang hits from the five decades of Saab production, the first four spots culminating in the unveiling of a Saab of that decade. The 1950s a 92, 1960s a Sonett, 1970s a 96 V4 and 1980s a Convertible. Sadly, by the time they got to their last spot there were not many folk left to listen.

The swapmeet was restricted to Sunday only, with quite a few commercial vendors. Unfortunately, the Saab exhibition driving team had been double booked so could not attend

which might not have happened anyway, as bad weather conditions were not conducive to stunt driving. Raining again and poor visibility put paid to the air display although the Saab Safir 91B three seater trainer (the 91C is a four seater) did make a number of low flypasts, oddly the winners of the raffle first prize did not come forward to collect their prize of a flight in the Safir! As seems to have become the norm lately, the meeting faded away during the afternoon as people made tracks for home. It was a shame it rained so much as the organisers had put in a lot of effort to make this weekend a success, there were plenty of activities and to fit them all in took quite a bit of careful pre-planning.

#### The journey home

The journey home started Monday morning (raining again), a short trip to the ferry at Helsingborg to Heisinger, amazingly it was sunny in Denmark. Ferry again from Rodbyhavn to Puttgarden (raining again), down the autobahn to spend the night at Hollenstedt. Next morning into Holland to shop, sunny and warm. Rain again through Belguim, another night



in Luxembourg, through France (showers), overnight in Perpignan and into Spain next day. Travelling through a tunnel outside Barcelona I noticed the red ignition warning light had come on. Can I get home on the battery? Try. 60 kilometres past Tarragona the engine started to misfire, so I pulled into a convenient truck stop and rang recovery. Half an hour later the recovery truck arrived, the driver, who spoke no English, looked at the red light, and as I speak no Spanish, rang his base who in turn told me, alternator, something I was already aware of as I had checked the drive belts. After half an hour from the arrival of the recovery guy we loaded the car onto the truck, not before a few sharp words and arm waving from me, the driver had never seen a car that locked in gear before and he was trying to knock it into neutral with the key in 'L' (locked) position. A further half an hour southish and we arrived at the recovery storage depot, another 20 minutes and the taxi arrived to take us for a hire car. Another phone call from the call centre, they cannot find a hire car. Over an hour in the taxi and back north to Reus, Tarragona airport. Only one person on duty at the car hire desk, after

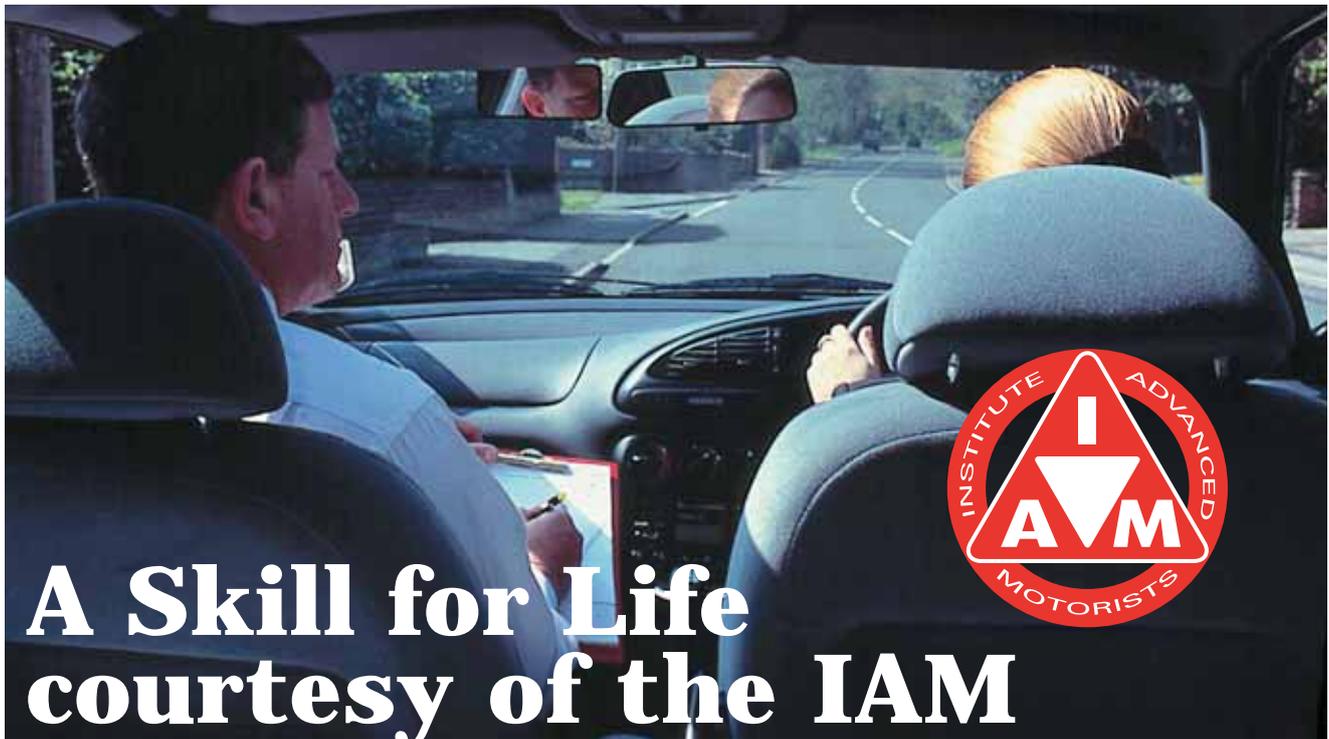
waiting about another half hour the girl told me they did not have a car at my entitled level, not even one at the next upgrade, so with two upgrades I was given a Renault Megane 1.9 diesel, I would have been better off with a Clio. I did not like that car one little bit, except, maybe the economy of a diesel. The girl at the airport said I could return the car the next day at their Torreveija depot, so next day I took the car back to the aforementioned depot, guess what? Closed for the weekend!

All the above was covered by my recovery insurance.

The following week I received a call to say my car was ready, new regulator fitted, Bosch part 1197311022, cost 37.78 euros approximately £26.00 plus labour, 50 hour diagnosis, repair 2.50 = three hours @ 42.00 euros per hour, less than £30.00 per hour, plus VAT of course. Try and get that rate at your local Saab Dealer, though they might do it a bit quicker!

My wife called the journey home a disaster, I call it an adventure!

*Happy Saabing  
Derek Fletcher*



# A Skill for Life courtesy of the IAM

If you enjoy driving your Saab then why not think about putting your driving skills to the test with an IAM advanced driving course?

The IAM is Britain's leading road safety charity and advanced driving organisation, and the Saab Owners Club has set up an affiliation, which includes offering Club Members access to this course on special terms.

The Skill for Life course has everything you need to help you prepare to become an advanced driver. You can demonstrate your skill and safety on the road, perhaps cut insurance and other motoring costs, and enjoy your driving more as an advanced driver.

It is light years away from the 'L' test that you did. The preparation and the test itself are challenging, but within reach of most drivers if they apply themselves. To help you, a network of volunteers in the IAM local groups give their time and expertise free of charge. Then, when you are ready, the 90 minute advanced driving test will be overseen by a police-qualified examiner.

It takes place in a wide variety of driving situations, including motorways where appropriate, and you will need to

show that you are capable and confident at the wheel at the maximum achievable, safe and legal speed for each environment. All those bad habits that have crept in since your 'L' test will have been ironed out. You will know the speed limits wherever you are, and fully employ them to make your driving smooth, efficient and progressive.

The normal cost to the public for the complete Skill for Life package, including the manual 'How to be An Advanced Driver' is just £85, with a £10 discount if you are under 26. However, Members of the Saab Owners Club and their immediate families can benefit from their own discount of £10, giving a nett cost currently of £75 (or £65 under 26). To benefit from this discount, Club Members should call the IAM at 020 8996 9600 in office hours quoting the name 'Saab Owners Club'. (Terms and conditions apply.)

For more details of the IAM and Skill for Life, visit [www.iam.org.uk](http://www.iam.org.uk)

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## Team Saab Club Modified Gumball Rally Update

Team Saab Club has recently acquired two new sponsors. PartsforSaabs.com became our latest product sponsor and Saabflight became our service sponsor.

PartsforSaabs have provided the team with upgraded brakes for the vehicle whilst Saabflight, an independent specialist based in East Sussex, have offered to prepare the car prior to the event and let us use their workshop facilities when necessary.

We've been quite busy fitting some of the new parts we've acquired for the car. On the evening of 25 October we fitted the Forge Motorsport high-flow intercooler and Samco Sport coolant and turbo hoses at Saabflight.

On Saturday 28 October we took the car to Track'n'Road Powerformance in Rainham to put the car on the dyno. Disappointingly, the car only managed 236bhp but there appears to be a problem over 4,000rpm. This had originally been narrowed down to a faulty wastegate actuator which

was replaced with the new Forge Motorsport unit we already had. This didn't appear to be the problem and we are currently looking into other solutions before putting the car back on the dyno.

Please remember that we are doing this rally for our chosen charity, Cancer Research UK, and this event is not a race. If anyone wants to support our cause, you can now donate online. Visit our website for details.

Although there are 150 places available for teams to enter the event there are only 60 left. If anyone is thinking of taking part, you'd better hurry as all places will be filled soon!

If you'd like to follow our progress, why not sign up to our electronic newsletter via our website at [www.team.saabclub.co.uk](http://www.team.saabclub.co.uk)

# SPECIAL CLUB ANNOUNCEMENT: SAAB Owners

Saab Owners Club has been working behind the scenes to negotiate a number of new and exclusive services for members.

Whilst both are very important to the Club, the Directors are specifically aiming to offer services that have something valuable to offer members in terms of benefit rather than simply generating advertising revenue via 'Saab Driver'.

One of these new facilities is the Club's own, branded, 'members only' insurance service.

After a strong 20 year relationship the Club is pleased to announce that it has chosen good friends Chris Knott Insurance (CKI) to administer 'SAAB OWNERS CLUB INSURANCE'.

Neil Franklin, Managing Director of CKI says "We think Saab Owners Club was probably one of our first ever club clients all those years ago. Of course, we have grown somewhat since then, now providing schemes to nearly 40 car enthusiasts' clubs and several other affinity groups besides".

CKI operates out of a single site in Kent, employing 35 staff in the various departments and they currently look after more than 25,000 policies nationwide.

Peter Turner, SOC Chairman, talking about the new service said "With the introduction of Saab Owners Club Insurance, we wanted to make sure members could benefit from good quality products, quality service & advice and, of course, the important discounts members expect.

We're sure that CKI can tick all these boxes and we're very pleased to have them on board as we move forward".

The insurance service is provided free to members. Simply call for a free no-obligation quotation on **0800 298 4071** and even the call is free.

One particularly exciting piece of news is that, for car insurance, members receive a 10% discount\* on their best quote elsewhere. That's 10% off the best price you can find - meaning Saab Owners Club Insurance should

always be your best option.

Of course, the service is not limited only to Saabs – you can insure the other vehicles in your household through Saab Owners Club Insurance too; and it is not limited just to car insurance – a range of products are available to satisfy all your personal insurance needs.

Neil Franklin goes on to say "The company's size and buying power means we can offer consistently good rates to members and we won't suddenly hike the price once you've been with us a while. Saab Owners Club Insurance is all about quality of service, quality of product and long-term value, even as our market changes".

The Club recognises that members will primarily be interested in the car insurance products and whether yours is a modern Saab, a classic or a future classic, Saab Owners Club Insurance has a policy to suit.

In addition to car insurance, the service provides discounts with a number of the UK's leading insurers for your home, business and travel policies too. CKI are also working on a number of other exclusive products soon to be launched under the Saab Owners Club brand.

Neil comments "One of the additional products, available now, is a Full Claims Management service. If members need to make a claim we think they deserve to have their claim handled

"...we wanted to make sure members could benefit from good quality products, quality service & advice and, of course, the important discounts members expect."

**Peter Turner**



# Club INSURANCE

more efficiently and speedily. A dedicated claims partner will progress all claims (including theft, fault and non-fault accidents), on the member's behalf, acting as go-between so they don't have to keep chasing the claims outcome themselves.

They will work to predefined timescales using a claims management system and chase the insurer as appropriate, aiming to settle all claims as quickly and efficiently as possible.

They will also answer queries relating, for example, to disputes over offers for total loss or disputes over liability; dealing with all aspects of claims handling from the initial report to completion".

Peter Turner adds "CKI has successfully negotiated enhanced settlements on behalf of a number of Club members (often by calling on expert evidence from the Club itself) further reinforcing the benefits of Club membership.

This whole insurance service is intended to be an exclusive benefit of membership and I would encourage every member to use it".

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Saab Owners Club Insurance is administered by Chris Knott Insurance who is authorised and regulated by the Financial Services Authority



# NEC Classic Car Show

What a fantastic and constantly bustling stand we had at the Classic Car show in October 2006. There were Members signing the register from as far as Fife to the opposite end of the country in Devon and Cornwall.

While we were right opposite the Mike Brewer stand, initially I thought we had a really poor spot, but was wrong... very wrong as we had precious little time to sit down before more visitors came along.

Ken Dover's 95V4 created a lot of interest and I could see Dads there almost crying, while re-living their fun times with their 95/96s.

Rob Gray's time warped 1988 Carlsson, with 70,000 miles on the clock, was also very popular. He even managed to get a free polish from a manufacturer!

Then there was my car a 1989 900 cabriolet and a brand new 9-3 Convertible, which was kindly loaned to the Club by the local dealer Concept Saab.

Oh and finally great to see the GWS Saab group there, hope we all meet up again soon.

*Ellie Wilson*





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# The Tale of 137



**This tale starts back in 1967 when Saab were building a little two seat sports car powered by a three cylinder two-stroke engine called the Sonett II.**

This little car had a fibreglass body on a shortened 96 chassis and a slightly tuned Sport/Monte Carlo engine, total production was 258, all but the first 20 made in 1967. Most of these were imported to the United States and chassis number 137 was one of these spending the 1970s in Selma North Carolina, in 1989 it was owned by a Rick Parr in Lititz PA. No 137 was then purchased by Lennart Jarenbäck a Swede living in Switzerland, the car then had 66,090 miles on the clock. For the next 17 years, 137 lived in Switzerland and covered just 500 miles receiving a new windscreen, front and rear lights and a new set of Ronal alloy wheels with tyres.

In June 2005 Glenn Ellis, John Richmond and myself attended the Saab Festival at Trollhättan and while waiting to hear Per Eklund's talk on his rally cross and Pikes Peak cars

Glenn introduced me to the very same Lennart Jarenbäck, a man who had four Sonett II Stroker's. He told us he was going to sell two in the Autumn so his e-mail address was obtained. I had always said the only car I would replace MLT (my 66 long-nose) with was a Sonett 2-Stroke and the dream now looked like it could become a possibility. I exchanged many e-mails with Lennart over the next 10 months until in May he invited me over to Switzerland to pick my Sonett, the dream was getting even closer! At this point price was mentioned, it was high but within my budget, one has to remember these cars are very rare and seldom come up for sale and I had a choice of two which is unheard of.

So on 16 May I took an Easyjet flight to Geneva, Lennart picked me up at the airport in another of his many Saab's a

Classic 900 Cabrio, and we drove to Bolnay where he lives. We called in at his rented garage to have a first look at the two Sonett's he was selling, they shared the garage with two other Sonett Stroker's, two Sonett III's, 96 Monte Carlo, a part restored Bullnose 96 African rally car, 99 Turbo, 900 Turbo and loads of spares. I had the choice of number 47 in white and number 137 in bronze metallic, it was not going to be an easy decision but the next day I was to have the chance to drive them! We spent the evening eating, drinking and talking Saab, he showed me the Sonett registers he keeps and some of his many photo albums, he is truly a Saab nut!

Next day we returned to the garage and pushed 47 out and started it, we set off up the road but it was soon clear that only two cylinders were firing and we returned to the garage. After a couple more attempts all the plugs were changed and 47 came alive and started to perform like only a stroker can, Lennart flung it round the bends and we flew up the hills. It was my turn next, with the pedals offset well over to the right (left hand drive) and firm bucket seats it was an experience but one I am sure I could get used to. We returned to his garage to try 137 but we had no luck in starting it so I had to content myself with taking a load of photos (it did go later in the week, it was an earthing problem). So with many photos taken and information gained Lennart returned me to the airport in a 9-5 Aero Estate and I was back in the UK by six o'clock with lots to think about. I decided that 137 was the car for me, I may not have heard it running but the chassis was virtually rust free, some re-trimming was required and a re-spray at some point as the \$100 paint job doesn't stand close examination but he did accept my offer of slightly less than his asking price.

Importing a car from Switzerland is not something you attempt yourself especially one with no plates so I used a company recommended by Dave Fielden our Club 2-Stroke registrar. Classic Automobile Relocation Services (CARS) have a transporter going into Switzerland every week and they collected 137 from Bolnay at 7.30pm on 7 June and delivered it to me in Calverton on 13 June with all paperwork done and tax paid. Luckily 137 was imported as a collectors item and I only had to pay 5% VAT but I would recommend you find your Classic Saab in the EU as it is a lot cheaper then!

With the car on my drive it was time to have another good look at it and what I found was nearly all good, Lennart had replaced a lot of the brake parts, tuned the engine and fitted an MPH speedometer in the days before it was picked up. Looking underneath revealed a rust free chassis, as new shock absorbers, as new Ronals and tyres, the paintwork looked fine from a distance but close up it's an obvious client for a respray but the fibreglass looks in good nick. Inside the carpet in the boot area and on the bulkhead behind the seats had suffered from the US heat and had faded and was disintegrating while the trim around the doors needed recovering. In the engine bay most of the hoses look like they need replacing while the plugs were A7s (A8s are better).

The next step was to get an MOT so 137 was booked into the local garage and I drove it there about a week after its delivery (with no plates you have to have an MOT before registration!), in the meantime I had fitted a pair of left hand dipping headlights. Once they decided the computer had to be told of 137's existence the MOT started but the car had been ticking over for some time before they turned the

engine off, on trying to restart it they couldn't so I had to start it and keep it going for the rest of the test! The result was a fail on one number plate light and an indicator that wouldn't stay on, both faults I would have spotted if I had done a check the night before! Instead I was on the road making an urgent delivery in my white van! The indicator stalk turned out to be a long nose part adapted to fit so I found one in my parts store and adapted it and all was well, a bulb cured the other fault and an MOT was obtained.

The next step was to get a registration number so all the relevant papers were delivered to the local DVLA office and then it was a case of waiting. While waiting for the reg I removed all the heat damaged carpet and the over door trim and replaced it all with new carpet and trim I had ordered from Woolies, fixing of the carpet was by gluing to trim cards then screwing these to the body. The tax disc arrived after ten days and then I ordered the number plates from a local motor factor and picked them up two days later. The rear one needed new holes drilling in the boot door while the front needed some brackets making up to fix the plate as the mounting was designed for a smaller one. So at last I could go out for a proper test drive, it is a bit noisier than a 96 but seems to attract a lot of attention, you sit low to the ground in tight fitting non adjustable bucket seats. On returning from this test drive I found coolant leaking out of the rad cap, again I had a spare and that was cured. The next task was to get 137 ready for a trip to Sweden and the International meeting of Saab Clubs.

*Pete Briggs*

“ With the car on my drive it was time to have another good look at it and what I found was nearly all good, Lennart had replaced a lot of the brake parts, tuned the engine and fitted an MPH speedometer in the days before it was picked up.

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# 2strokereregister



For the last weekend of August, 2006, we in the USA finally had our National Convention, located this year in Lake George, New York. I say 'finally' because the event seemed to me to be somewhat slow in becoming an event.

Fortunately, the new and improved powers-to-be, headed by our Saab Club of North America president Lester Ewing, assembled a small, but very good group of people to bring all of the loose ends together to create a most enjoyable event. A few things might have been missing, but they were overshadowed by all of the positives, especially considering the amount of time that it all came together in. Let's hear a big round of applause for those who put on a great event for the rest of us!

Son Riley and I left our house in Oneonta, New York for a 'short' one and a half hour drive up to visit Sonett friends Gary and Karen in Gloversville, NY for Wednesday night in our 1966 96, with our recently rebuild Monte Carlo engine. We had a fine night in Gloversville, and the next morning we took our time for another hour and a half drive up to Northville, and then wandering east, twisting and turning,

up and down around Great Sacandaga Lake, to breakfast in Lake Luzerne, and onwards to the Roaring Brook Resort, outside of Lake George. Lake George is a fairly tourist-oriented place, located between Albany and Montreal, on beautiful Lake George in the lower Adirondack Mountains of upstate New York. Fortunately, the Roaring Brook Resort, while close to the actual village, is 'off of the beaten path', which was great for us. The resort itself had the feel of the 1970s about it, but it was nice and pleasant. The rooms were in about a half dozen buildings around the grounds, so we had our own road to try out loud cars on, etc, without bothering the town-folk. Riley and I got there about mid morning on Thursday, and we were the only ones there, until Brother Bruce Turk showed up with his 1958 93B about one minute later. The weather was most supremely enjoyable the whole time, except for the pouring rain that we all left in on Sunday. But

by that time everyone had already had a great time.

This might have been a bit smaller convention than previous years, but all models were represented well, even if in small numbers. Our 'Big Brother', General Motors most kindly brought a dozen or so of their vintage Saabs from the GM Heritage Center. They are almost perfectly restored, including the 1972 Sonett III, which was 'finished' the day before being sent to Lake George. Also recently acquired, restored and shown for the first time, was an equally great looking 1969 99. They do have a superb collection, that is getting bigger and better all the time. Also brought along was the Aero X concept car, which is certainly a crowd-pleaser in real-life. Thank you to GM and the staff of the Heritage Center.

So everyone had a good time, as to be expected. One of our favourite events of the weekend is our presenting of the Vintage Saab Club of



Jonathan Schaller's Walter Kern award winning 96



North America Walter Kern Award, after Saturday night's dinner.

We give this award in memory of our friend, past president, inventor of the Quantum, his electric Sonett, his turbo Sonett, etc, etc, to the person who has modified their Saab into something 'different'. In the past, this has gone to a 93 vintage racer, a 99 pick-up, a honking V8 powered 900, etc, and each year there seem to be more and more cars worthy of the honour. This year the Club presented the award to its own vice-president, and most rightly so, for the 1968 V4 96, that has been morphed into a 'street rod', by Jonathon Schaller of Sherburne, New York. This car is a 'work-in-progress', but it looks great, and has the quality of workmanship to back it up. And unlike when he drove it to last year's convention in Vermont, this year he even had working brakes! (That handbrake stuff gets a little tiring on a long trip). Jonathon's car was so well enjoyed by everyone attending that it also won first place in the 'People's Choice'.

One of the nice ideas that the organisers had was the 'People's Choice' category, where everyone voted

for their top nine cars of the weekend. For us vintage aficionados, others in the top nine of double-digit interest were the 1968 95 with Saabo trailer of Peter Maitland; the 1980 99 of Len Schrader; 1978 99 Turbo of Gary Stottler, who at home also has a very nice GT-750 and one of Walter Kern's Quantums; the 93B of Bruce Welch; yet another 1973 99 EMS owned by Doug Majka, and finally Larry Jewett and his 1971 Sonett III. (What is the world coming to when 99s make up a third of the winners!) Needless to say, ALL of these cars were very fine examples!

As for us, the last hour of our return trip on Sunday became at least two hours as a long-nosed 2-stroke distributor does not like the pouring rain. Aside from that, it was also a most enjoyable mechanical weekend for us.

Anyway, like I said, everyone had a most enjoyable and relaxing time. Thank you again to the organisers and event staff, and all of us are already looking forward to being at the next National, somewhere near Detroit, Michigan, the last weekend of August 2007.

*Ed Lorenz*

All correspondence to:  
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## A Golden Opportunity

I have had a letter from Michael Oxer who lives in Sutton, Surrey who owns the ex Pat Moss Carlsson Sonett 3.

I did an article on the car some years ago when it resided in Jersey and if my memory serves me right Michael telephoned me about the car which he subsequently bought.

Michael purchased the Sonett from the Saab agents Abbey Garage St Saviour in Jersey in 1998 following half a dozen tentative phone calls to ask if the car was for sale over the preceding three or four years.

Eventually with a seized clutch, a passenger drop glass and the supply of leaded petrol disappearing the deed was done.

To Michael's surprise the car was being treated as an import with all the relevant taxes being charged, he thought that as it had already resided in the UK and the no taxes or VAT had been refunded on its export to Jersey it would merely return to the UK with a small charge to cover the DVLA paperwork.

The shipping agents were very helpful, as they also found it odd that the car would be imported twice, they suggested that Michael applied to the Customs and Excise to have the car given classic relief status. To his surprise Customs and Excise – VAT department were very helpful and agreed.

The Sonett was reclassified in a group 'works of art, collector's pieces and antiques', and is now registered with a VAT classification 970500000, quite an appropriate number for a Saab 97.

Michael states that it drove very well



and needs no excuses made for modern traffic despite being over 30 years old.

If he could have bought it earlier to enjoy longer he would, but alas his body is lacking and he is now condemned to driving cars with automatic gearboxes and PAS. As a result Michael has reluctantly decided to part with the car and it is looking for a new enthusiastic owner.

*Ian Sarginson*

### Part 1 – Sonett History Registration FTM473L

1973: Built in March. Bought by Eric Carlsson, from Trollhätten factory for wife to be, Pat Moss and registered in Sweden.

1975: Car imported to UK from Sweden new registration FTM 473L. Car given personal registration PAT 7.

1970's: Car tested in MIRA wind tunnel giving a drag certificate of 0.34 – very low even for current cars and this is the car written about and photographed in the book 'The Sonett and all other Saab Sports Cars' by Bjorn Sullner.

1993: Exported to Jersey from UK – new registration J6174.

1998: I bought car in from Jersey and returned it to UK registration FTM 473L.

1998: HM Custom and Excise (VAT Department) officially recognised this Sonett in TAX Group 97050000 – reserved for 'works of art, collector's pieces and antiques'.

1999 - 2002: Car had nut and bolt mechanical renovation, leaving interior trim and original paintwork. Complete renewed gasket and seals, engine cylinder heads were converted for unleaded fuel. Engine was lightened, balanced, fitted with SAAB tune kit no 14001 and 13995 bringing it to Saab sport and rally group 2 tuning spec (approximate 120–130hp) Ex-twin pipe, big bore by Ashley.

Brakes renewed/overhauled, fitted with Goodrich stainless steel flex hoses all round.

2006: New photos taken for insurance and valuation. MOT with 8,648 miles verified from new.

*Michael Oxer*

Part 2 to follow in the next issue, featuring nut and bolt restoration and everyday driving.

Ian Sarginson  
1 Greystone Loaming  
Dumfries  
DG1 1PL

Tel: 07801 286 014

# V4register



Happy New Year to you all! Another 'Driver', another house for Alistair... but this time it should be pretty permanent. I have managed to find myself a tidy pair of garages, one with an extra large workshop area that just happened to have a half-decent house available included in the price and they even fitted into my budget. Some wise crack has already suggested that with the name of my new house, Middle Street ought to be renamed 'Middle Earth Street'...

It was worth the wait, and it now means I can finally crack on with finishing the jobs on the 96 to get it back on the road this spring. Talking of which...

## Spring V4/Two Stroke Run

Current thinking is a start point of the North York Moors information centre at Sutton Bank, near Thirsk. Destination, Whitby.

Further details still to be finalised, but I will post info on the website as soon as possible and further information will definitely be in the next 'Driver'.

## Where are they now?

Another request from a Member seeking the whereabouts of his former cars, this time Matthew Turner (No 7538) writes: "Hello Alistair, I am curious if my old V4s are still in the Club, I know one was definitely bought by a Member. The registration marks are KLV 471K and PVF 553M. Fond memories and great motoring in these cars!"

I couldn't find them on the Register, but if anybody knows of what became of either of these two cars, please get in touch and I shall pass the information on to Matthew.

## 4-bolt hubs for V4s?

A couple of enterprising chaps from my local Ebor branch, Rob Eades and Mark Ashton, are trying to get a batch of hubs made up to allow use of 99 four stud wheels. This could also include replacement rear drums. As details emerge on price/availability I will keep you posted.

*Cheers, Al*

## New registrations

The North East seems a popular source of V4s at present:

Name	Location	Car	Registration
Ian Whyte	Tyne & Wear	95	UFJ 450J
Ian Byatt	Northumberland	96L	VUP 184R

Ian Whyte's Green 95 (I would hazard a guess at Tyrol Green, Ian? Our 1700 95 started out that colour and was the same age – FLE 52J) has been off the road since 1989! He writes "I hope to rectify that very soon".

Ian Byatt's 96L is a Souvenir Model in Cardinal Red. He writes: "Souvenir model, No 82 of last 150 in RHD for UK market. Replacement engine with twin choke Weber carb and freeflow filter, freeflow exhaust (Highgate?), alloy wheels (told possible Saab original item? Look like Minilite), black front spoiler (apparently original Saab item), apparently uprated shock absorbers, freewheel locked out on rebuilt gearbox. Previous registered owner was Stewart Howson of Northumberland, but purchased through Simon Jackson (SJR Historic Motorsport and The Waxworks in Northumberland) requiring new engine and minor body work. I am told the car was to go abroad but engine blown on autobahn by interim owner and repatriated. Off road for at least one year and possibly two before my purchase."

I remember speaking to Stewart about this car a few years ago, I was briefly tempted to buy it myself for some track day fun but in the end I (foolishly!) bottled out. As I recall the exhaust was a single pipe Jetex system, but if it has twin tailpipes then it will probably be a Highgate system.

Good luck with the cars, chaps, given you are relatively close together maybe you can introduce them to each other some time?

I'm still waiting for a registration form to be returned from Nigel Wilson, if you could pop it in the post or email Nigel I will add your car to the Register. Thanks.

Loosely connected with the ex-Waxworks car, as they are his sponsors, I know Richard Simpson has recently acquired another 96 rally car and work is underway to make it ready to campaign. I'm not sure if Rich is planning to run in the pre-68 Historics class, which is quite restrictive as most of the V4 'goodies' were homologated later, or in the Post-Historics. Hopefully we will hear more soon.

## Contacting me

I know a few people have had difficulty contacting me during the last few months, not helped I'm sure by my moving home several times. I have swapped several messages with at least one Member and still not managed to speak.

As you may know, I work from home some of the time but I travel extensively in my work. I don't have anyone at home taking messages for me which inevitably means I sometimes won't pick up your messages for a few days. Please bear with me, I will always return your calls as soon as I can.

If your request is urgent then you can usually reach me far more easily via email, or on the Web forums – I go by the name of 'Flitop', and am fairly well known on the 'Interweb' – when I'm away that's the best way to get your message to me.

## And finally...

On a recent visit to my parents I was presented with this curious looking device that Philpott Snr had acquired, and asked to guess what it was for. It had me thinking for a while, but I got there in the end. The only clue I will give you is that it has a genuine Saab part number.



The first person to identify the correct answer will win a drink on me, at the 2007 National. And from an (adopted) Yorkshireman that is a most generous offer!

May 2007 bring you all the happiness you deserve and may your V4s keep on thrumming...

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# 90/99register



90 front



rear



interior



Engine bay

## I've just bought a 90-shock!

I was beginning to think I would soon be redundant, but....after months of waiting, the only contacts being from people looking for good homes for their cherished 99s and 90s which they can no longer keep, a new registration!

John and Connie Philpott (19044) sent details of an attractive looking addition to their Saab fleet, a very early 90. From the chassis number it appears to be number 50, as far as I know the oldest on the register. It was actually first registered 10 days later than mine in December 1984, but 'my' chassis number is 3581. If anyone has an older one I'd like to hear from you. The colour scheme really suits it, as do the non-standard alloy wheels. It was bought through eBay and appears to

have been well looked after. With 98,000 miles on the clock it should give reliable motoring for many years to come.

### Genesis of the 99 engine Part 2 – the Triumph connection

In 1963 Saab were looking for a new engine to replace their two-stroke unit. Having little experience with 4-stroke engines at the time, Saab asked the British firm of specialist development engineers, Ricardo, to help them

develop the new engine intended for the 96. Ricardo came up with a very modern 1.2 litre in line 4 cylinder design with alloy head and overhead cam. A number were fitted to the 96 for testing. However due to the lengthy development time needed, the Ford V4 was adopted as a stop gap, and the 96 went from strength to strength. At the same time Sixten Saxon was evolving Saab's next generation of cars, which became the 99. A new larger engine would be needed for this, and no



existing designs were suitable, so the Ricardo design was extended to 1.5 litres.

At some point, Saab learned that Triumph were working on a similar design. *Motor* (June 1968) suggests that 'the Ricardo development engineers knew (in the way these things are known in the motor industry) that Standard Triumph had on the stocks an engine about the size contemplated; and feelers were accordingly put out.' Later books have it that Tryggve Holme of Saab met Lord Stokes of Triumph and found that both were using Ricardo for development work on similar lines. Either way costs could be cut if they combined their research. In 1965 Saab contracted Triumph to supply the engines.

As well as the similarities of the designs and the need to avoid rising development costs, the other reason the tie up with Triumph would have appealed was that although Ricardo could help develop the new engine they did not have the large scale manufacturing facilities that would be required when the model went into production. Prior to the merger of Saab and Scania-Vabis in 1969 neither did Saab. Triumph on the other hand, having become part of Leyland Motors in 1961, had extensive manufacturing capabilities and so could build the engines for Saab.

Exactly how much say Saab had in the details of the final design is unclear from most of the published accounts, but however much Saab may have wanted to play up their role in the

design at the time, the first 99 engine was basically a Triumph engine with Saab Ricardo features, not a development of the Ricardo unit.

Saab did take part in the development work, particularly by introducing their own rigorous testing programme which Rolf Melde had evolved. This involved running the engine for 400 hours non-stop, alternating between idle and full throttle, after which the unit would be stripped to check that there were no faults. Although *'Motor'* suggests that Triumph 'cheerfully adopted this – to the mutual satisfaction of both organisations', most other accounts have it that the British engineers were pretty horrified at the severity of the tests, which resulted in several aspects of the design being strengthened and modified.

So, through the link with Triumph, Saab had the design they more or less wanted, at reduced costs, and a ready made manufacturing facility. The partnership appeared perfect. But by 1969 Saab and Triumph were already starting to go their separate ways, and soon there would be little trace of Triumph left in the 99 engine. Why?

To be continued....

#### Looking for a 99/90?

As I've already mentioned, a number of people contact me with details of cars they unfortunately have to part with, so if you are thinking of buying one it may be worth letting me know. I may just know where to find your dream car!

*Stuart*



When snow was real snow....the very first rally 99 on the Arctic Rally in 1974 driven by Lasse Jansson

All correspondence to:  
Stuart Payne

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Tel: 01322 521580  
e-mail: 99@saabclub.co.uk

# Noticeboard

## **The National 2007** **The Oatcake Rally** **27-29th July 2007**

**Includes Saturday night entertainment**

A weekend of fun, games, quizzes, trade stands and of course... great cars!

Hosted by Saab Owners Club Cheshire, Staffs & North Shrops Group



## **SCOTTISH WEEKEND 2007** **HETLAND HALL HOTEL, CARRUTHERSTOWN** **23-25th March 2007**

Our new venue is the Hetland Hall Hotel, a picturesque country house set in 18 acres of private parkland, overlooking the Solway Firth, midway between Dumfries and Annan, providing a good base for touring. The hotel has good leisure facilities, including an indoor heated pool. Details of the hotel are at [www.hetlandhallhotel.co.uk](http://www.hetlandhallhotel.co.uk), while the Dumfries and Galloway Tourist Board at [www.visitdumfriesandgalloway.co.uk](http://www.visitdumfriesandgalloway.co.uk) gives useful information on the area.

Cost will be £111.00 per head, dinner, bed and breakfast for the weekend. Deposits of £10.00 each, payable to 'The Saab Owners Club of GB Ltd' as soon as possible please, as places are limited.

There is no supplement for single rooms, and there are a few family rooms. There is no charge for children, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted rate, payable directly to the hotel – just let us know.

Please book by letter, phone or email – we will send you full details on receiving your deposit. If you have any questions, give us a bell.

Paul & Elizabeth Mills, 'Hollybrook', 41 Monks Road, Airdrie, North Lanarkshire ML6 9QW. Tel: 01236 752089  
Email: [elizabethmills@tiscali.co.uk](mailto:elizabethmills@tiscali.co.uk) Paul.Mills@tannoy.co.uk

## **PEAKS AND DALES** **leisure drive** **in the PEAK DISTRICT** **based again at WINDY** **HARBOUR HOTEL** **in Derbyshire Saturday** **9th June 2007**

**Contact Richard Elliott for a booking form and details.**  
**Tel: 01457 852 944 E-mail: [technical@saabclub.co.uk](mailto:technical@saabclub.co.uk)**

## **Saab Spares Day** **Tittesworth Reservoir** **Nr Leek, Staffordshire** **20th May 2007**

The prices are as follows Traders  
pre-booked £10.00 or £15.00 on the day.  
Booters pre-booked £5.00 or £7.50 on the day.  
Visitors £2.00 (SOC members cards must be shown). Non-members £3.00.

+Car park £1.00 on the spares field.

Please note if you park off the spares field there are ticket machines.

Please visit [www.2csaabbranch.org](http://www.2csaabbranch.org) for map.

Or Ring Chris 01270 624659 or  
Mart 01782 878 405.

MEMBERSHIP CARDS MUST BE SHOWN AT ALL EVENTS. PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

# 99turbo register



Is it me, or has this year seemed much shorter than usual? Plans made in the spring still remain undone, but am I complaining? Definitely not! We have enjoyed a year of Saabing with an event or gathering at a rate of one a month and thoroughly enjoyable it was too. So what are the plans for next year? A canal walk near Bath in January, SOC stand at the Bristol Classic Car Show in February, Steam Journeys in West Somerset and the Brecon Beacons, Spring Trackday at Castle Combe, 'Wheel Nuts' event in April, Lazy Sunday in May, GWS Trip to Sweden for their 60th Anniversary in June, camping weekend at the SOC National, Autumn Trackday at Castle Combe, Autumn Breeze plus our monthly pub meets and a few 'yet to be decided'. So I think 2007 may be another fine vintage. Visit the Clubs forum, [www.uksaab.co.uk](http://www.uksaab.co.uk) or [www.greatwesternsaabs.co.uk](http://www.greatwesternsaabs.co.uk) for more information.

I was browsing the classic car magazine stand at Tesco's recently. Not as easy as it sounds, as my eyesight is not what it use to be, so glasses are required to make any sense of what was listed. Anne, my wife was elsewhere within the store when I came across what looked like a Saab 99/900 listing in the contents page of the January issue of 'Classic Cars'. Holding the magazine at arms length, squinting like the old man from Steptoe & Son, I could just make out the page number (apologies to the youngster who at this point dropped her copy of 'Beano' and

was seen running scared, back to Mum) which was 100. Do the same facial contortions again and hey presto I found the right page. Nice black shiny 99 turbo that looked a lot like mine and was mighty impressive as the main shot, so I decide to take it. Managed to find my wife, opened to the correct page, and said I found an article on a nice looking 99 Turbo. Anne looked at me, then looked back at the article and shook her head in dismay. The car in the main picture was mine, taking a few years ago for another article. Oooops! (See Saab 99 Turbo above)

Anyway, having got home, found my glasses, I started reading and was again surprised to read some comments I was asked for, a long while ago. Perhaps over time, the information got a bit muddled as it was not exactly what I said, but hey ho! The article also featured a Porsche, Renault and Cosworth listing their good and bad points on each and I was delighted to see the Saab came out rather well, especially against their bad points.

Porsche: 'Early ones rot, sill replacements cost £3000 per side.'

Renault: '...especially if you crash.' Reference to the adrenalin rush.

Cosworth: 'Beware of crash damage, overboost engines, ringed cars, make sure its HPI cleared.'

So, what negative things did it say about the Saab? Engines unreliable, gearboxes frail, body rots before your very eyes, steering is heavy, the car is expensive to repair? No. What it actually said was 'Disjointed looks may

“ Anne looked at me, then looked back at the article and shook her head in dismay. The car in the main picture was mine, taking a few years ago for another article.

not grow on you.' I can live with that!

The classic car press appears to be renewing its interest in the 99 Turbo as I have received a report from new Saab 99T owner, Steve Lilley and his red 99 Turbo. I have also contacted Lewis Houghton ([www.lewspics.com](http://www.lewspics.com)) who was the photographer for this feature and he has kindly agreed to supply some photos (including one for a possible cover shot) for 'Driver'. Due to contractual agreements with Practical Classics, his pictures will not be available till January, so look out for Steves full report in the next issue!

Finally, my computer has been having a tantrum, resulting in emails going forth into the wild blue yonder. If you have sent your registration details using this method, can you please resend again. Mark your email Saab Registration so the spamware program does not bin it.

And finally a belated Merry Christmas to you all, and hoping that 2007 is everything you ever hoped it would be.

Remember, protect your windscreen, wear a seatbelt.

David

All correspondence to:  
David Dallimore

671 Wells Road  
Bristol BS14 9HU  
Tel: 01275 834641  
Between 7-8pm please.

## Running Report(s) and Seat Repairs



Age related repairs are continuing (the car not me) and recent months have seen attention to the power steering leak and replacement of the front discs and corroded petrol flap, but more of this for a future issue as other Members have written in (as all are welcome to do) to share their DIY experiences.

Don Lloyd writes: 'Like a lot of Saab owners, my first Saab was the venerable 99 which I first owned 20 years ago and ran for around five years. I am now on my third Classic 900, an eight valve 900i. As I am very much a hands-on owner I have carried out a great deal of my own maintenance. The list is almost endless but includes suspension ball joints, brake callipers, discs and brake lines, cylinder head replacement, exhaust replacement, clutch replacement and so on. Any work I felt was beyond me was carried out up until a few years ago by the local main dealer who was always first class and, true Saab specialist. Since their retirement from the Nottingham area, I have used the excellent services of a local Saab specialist.

My latest project has been the repair of a collapsed driver's seat base, a common problem on the older cars. After removing the seat from the car, the only difficulty in fitting the repair kit is that the springs are very strong and unless you have the grip of an all-in wrestler they are impossible to stretch. I got round this by using a pair of medium size 'G' cramps to stretch the support pad with one spring attached and hook the opposite spring between the wire support pad and the seat frame. Although it is unlikely that any springs could fly off using this procedure, I would still recommend the use of suitable safety glasses. It is important to use the small plastic bushes where the spring attaches to the seat frame to prevent the spring gradually wearing through the metal of the frame.

I still have quite a list of jobs to do on the car including replacing the gas struts on the rear hatch and replacing the

front seat belts. My longer-term project, which I am currently planning, is the replacement of the engine and gearbox with those from an eight valve Turbo car. The gearbox has now reached the end of its working life at 180K so this is a good opportunity to carry out what will be mainly an interesting project but also give the car the extra bhp and torque. I have recently sold my 900i 16 valve and although I enjoyed the extra torque of the engine, I felt that there was a large hike in complexity from the eight valve engine in order to achieve this. I do try not to be a motoring Luddite but I prefer the relative simplicity of the eight valve engine. It would be interesting to hear other Classic 900 owners' views on this matter. Finally don't forget, Saabs are special!'

Thanks Don and good luck with the transplant – be sure to let us know how you get on.

### ABSolutely Fabulous

Paul Sherwood's (MN 18518) recent Herbie experiences are sure to be of interest to many who may have experienced similar mystery symptoms with their ABS brakes, and his advice is likely to save unnecessary expense.

Paul writes: 'I have a 1990 convertible (pictured), which from the day I got it a little over a year ago had an intermittent ABS fault – this started when the ABS light would come on occasionally, progressing to the pedal going rock solid without warning – leading to some hairy moments! My Saab man checked all the wiring and found a few of the cables to be a little tight, so he loosened them and cleaned up all the contacts, which was fine for a week or so – then lo and behold it all came back again – more scary moments! I then noticed that the ABS light would often come on when turning right, and on a couple of occasions the car pulled strongly to the right under braking indicating that the front nearside wasn't operating correctly.

To cut a long story short we had another go at it, checking wiring and then pulling out the ABS sensors and cleaning them, paying particular attention to the front nearside, during which time my man also decided to also clean the ABS ring – problem discovered – the ring had separated from the CV joint and was able to move of its own accord causing the ABS system to think the front nearside wheel had locked. One new CV joint and bearing later (the bearing collapsed as the CV was removed!) and it's running perfectly.'

### Recent Registrations

Like David Granath (MN 12409) many 'new' registrations aren't from owners who are actually new to the marque. David is on his fourth 900 which is his seventh Saab.



David writes: 'I've had this 1990 900S LPT Aero since October 2004 and have done about 25,000 miles so far, 144,500 in total on the clock. I've done quite a bit of cosmetic and electrical work and had a new timing chain and second-hand replacement air mass meter fitted about a year ago.

Strangely the car seems to have got more powerful over the time I have had it! Probably the replacement AMM. I change the oil and filter every 5,000 miles and it uses no oil between changes or coolant either. The only downside is a rather ratty headlining replacement job (by me!) but better than the horrible mess of the original lining. I reckon I can keep it going for another three or four years.'

I can sympathise with the headlining problem David. Our 20 year old 900i has done quite well in not having headlining droop until fairly recently, and I'm steadily applying more pins as time passes. I've done a proper replacement before (different Saab), and this is on the cards again for this summer – but why on earth a decent headlining wasn't fitted originally by Saab remains a mystery.

#### A few more years?

Last but not least Duncan Adams (MN 18365) has provided details of his splendid 900 Aero (pictured) that has recently passed its 22nd birthday, and third MOT in a row without needing any work. Congratulations!

Duncan also writes: 'I purchased B593 X00 in 1992 as a private sale with 69,000 miles on the clock. This now reads 205,678 miles, although I estimate I have added another 5,000 miles or so over the years when the speedometer was misbehaving. Whilst it is not perfect (headlamp wash/wipe, heated seats, air con and recently rear screen heater element no longer work, and the headlining is beginning to droop at the rear) it is still great fun to drive: electric windows, radio, heating and roof all still work fine.

Apart from a replaced water pump at 85,000 miles, turbo at 110,000 miles, gearbox (from an 'F' reg model) and steering rack at around 160,000 miles (oh, I nearly forgot – front discs and callipers) it is all original. The spare wheel and manufacturers toolkit have never been used, and upholstery is still in good order. To my shame B593 has never been fully serviced during my 14+ years of ownership, although I have replaced the spark plugs every 10,000 miles and changed the oil with the cheapest fully synthetic that I can find (£12.99 for 5 litres) every 5-6,000 miles or so, rather less often when the engine was newer. I hope to have the pleasure of driving the car for at least a few more years, Gordon Brown willing! Luckily insurance is cheap on a classic car 3,000 miles per annum policy.'

*Happy hundreding,  
Dave*



#### New registrations

Name	Area	Mem No.	Model	Year
Duncan Adams	Hertford	18365	900 Aero	1984
Mark Britt	Dorset	19425	900SE	1992
Ian Collins	Pontypridd	19334	900T Conv	1996
Peter Coopey	Monmouth	19099	900S	1997
David Granath	West Midlands	12409	900S Aero	1990
Mike James	Colwyn Bay	19389	900S Aero	1992
David Murray	Tintagel	19369	900T Aero	1989
Charlie Russell	Barlow, Derbyshire	19332	900T	1986
Jason Smith	Colne, Lancashire	19363	900SE	1994
Ray Slater	Edenbridge, Kent	19345	900T Conv	1988

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9000register

# My 9000 CSE Ecopower





The car is a 9000 CSE 2.3 Ecopower, Anniversary Edition, with automatic transmission and finished in Silver Metallic with Black leather and suede interior. As usual, it sports a wood veneer dashboard and a wood and leather steering wheel. It also has an electric sunroof.

The car was bought in August 1997 by, I am given to understand, an antiques dealer who lived in Hammersmith. He must have been quite a well-to-do gentleman, as his main car was a Rolls-Royce, and he bought the Saab merely because it would be easier to commute with on the short journey between his home and his shop in the West End.

According to my map, this trip is about five or six miles. And that appears to be about all the car has done to date, it is still showing less than 44k on the clock. This must, furthermore, be a genuine mileage, as both the full main dealer service history, and all of the previous MOTs (which the previous owner kept, and which were handed over to me) tally with the odometer.

The previous owner died a few weeks ago. His widow did not want to keep the car, and I guess through the good offices of the supplying and servicing dealer – was put in touch with Economy Saab Limited of Bristol. They jumped at the chance of buying it, and when I saw it on their website, so too did I. Understandably, I had to pay rather more than the 'book' value of a 1997 Anniversary, but once I saw and test drove the car, I was quite happy to do so.

As one would expect for such a low-mileage, one-owner and fully maintained vehicle (and as I believe the enclosed photographs demonstrate), the car is in pristine condition. Sometimes in the not too distant future I intend to retro-fit a cruise control, but other than that all I have to do is enjoy it!

*Karl Moxon (18814)*



Name	Mem No.	Area	Model
Neil Butleigh-Jones	(17399)	Llandudno Jct, Conway	CSE Eco
Mark Harvey	(18976)		CSE Anniversary
Karl Moxon	(18814)	Cottingham, E. Yorks	CSE Anniversary
Gordon Stratton		Chesterfield, Derbyshire	CSE Anniversary
Ray Slater	(19345)	Eden Bridge, Kent	CSE Anniversary
Mike Jones	(19389)	Colwyn Bay, N.Wales	CSE

I have received six registrations this month, four of which are the now sought after, CSE Anniversary models. The last off the 9000 line celebrating its 10th Anniversary in 2007.

The photo is Gordon Stratton's car in black, Gordon has been looking for an Anniversary for some time and his efforts have paid off with this super car.

*Dave G*

My Saab 9000 CSE Eco is now 13 years old and our main car (the runabout is a Fiat Punto) and we have been considering changing it for something more modern. Being due to retire and with the cost of fuel and environmental considerations, I thought I should try to do the right thing and find something more economical vehicle, but little did I realise just how difficult it would be to replace.

Firstly I manage to achieve around 37mpg in general driving, although this does drop to around 28mpg in town and traffic, but living in North Wales a queue is six cars at the traffic lights. It seems not many current cars of a similar size and performance could substantially improve on these figures. Secondly I have the use of automatic air-con with superb demisting capabilities, ABS, SPS, parking sensors, heated seats, electric windows (all round – a great asset), heated electric mirrors, very comfortable and supportive heated seats, courtesy lights on all doors (another great asset in the country), a large area for the dogs, plenty of power for towing a caravan or horse trailer and to make overtaking safer, combined with excellent handling for rapid cross country journeys. How many cars could tick all these boxes and then there are the big levelers, depreciation and capital outlay, both in my case would be nil.

I must concede however that maintenance costs may be higher as things wear out, although I am fortunate enough to live near an excellent Saab specialist, Michael Foulkes, hopefully these will be minimised. Yes, I would like leather seats, and I do hanker after a 9000Aero, but my Saab has given me such a lot of pleasure and satisfaction, I would feel almost disloyal to trade her in, so here goes the next 100,000 miles

*Neil Burleigh-Jones – 17399*

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# 9-3register

My 9-3, A68 outside Edinburgh.



## A new chapter

As Christmas has come to an end, turkey and stuffing sandwiches are a distant memory, and the dreaded thud of the credit card statement due to hit the doormat, a new year is upon us. With it brings a new and exciting challenge, a challenge that I know will be rewarding and full of surprise!

### Thank you

I offer my thanks and appreciation to the time and effort Richard has dedicated to the register, not only focussing on the 9-3 but also environmental issues. I have always found Richard's columns very informative, touching on subjects that I will no doubt refer.

Once again, a well-deserved thank you to Richard for making the 9-3 Register what it is today.

### In the beginning

Volunteering to do the 9-3 Registrar was not a logical decision, but a heart-led one. From being eight years old, I've been surrounded by the Saab marque. The bug as it were, was passed from my father, who in turn caught it from friends and family via various 96's and 99's. Being raised on a diet of C900 and 9000's, this has led to somewhat of an obsession. As a family, we own six Saab's consisting of two 9000's (Aero and 2.0LPT), two C900's (T16S and T16S Convertible), a 99 Turbo and a 9-3 TiD.

I have always loved the quirky design, the emphasis on safety and ethics of Saab. A philosophy that states, 'we are not afraid to be different'.

At the age of 23, I am enjoying owning my third Saab. The first Saab I owned was a 9000 CSE LPT at the age of 20. I had it 'breathed' on by a tuning company but as I became older, common sense and maturity quickly took a firm grip. Realising that it was not a sensible decision considering my age at the time, the car was reverted back to standard and sold to my brother.

The second car is the 99 Turbo previously mentioned. Having only covered 45,000 miles (the last 7,000 covered by us in the past four years), it is a pleasure to drive and feels remarkably similar to drive against newer models. Although the car is approaching 26 years old, the experience is amazing and one of the most fulfilling cars I have ever driven.

My current Saab is a 2000 9-3 TiD SE with 17-inch Aero wheels. I am very happy with the car, especially the smooth ride and quite frankly, impressive MPG figures. It regularly



returns 35-42 mpg urban and up to 60mpg for extra-urban driving.

However, with every car there is something that will not satisfy even the die-hard enthusiasts.

For me, I find the car's downfall to be its handling. Although grip was partially rectified with a set of Nokian Z tyres, there is still room for further improvement. My aim is to make the car handle, albeit on a budget. I have since fitted a second rear anti-roll bar to the car, but this has highlighted a wobble, resulting in an unsettled ride. On inspection, the front track control arm bushes are worn. I shall be replacing these in early 2007, along with any other parts that have seen better days after nearly 140,000 miles.

#### Future columns

In future columns, I wish to cover subjects such as modifications, performance, and history amongst many others subjects relating to the 9-3.

If you have anything you would like me to feature in the column, I would be very grateful for any information received. After all this is your column as 9-3 owners.

*Scott McGregor*

“ At the age of 23, I am enjoying owning my third Saab. The first Saab I owned was a 9000 CSE LPT at the age of 20. I had it ‘breathed’ on by a tuning company but as I became older, common sense and maturity quickly took a firm grip.

#### New registrations

##### Paul Flower (19375, Stockport)

Midnight Blue 2001 (bought March 2005) 9-3 Coupe SE. Paul states: “I bought the car with 83,000 miles, recorded with Full Saab Service History. The oil is changed every 4,000 miles approx. The car is serviced and maintained by Saabtech. Well pleased.” Glad you’re enjoying it Paul!

##### Mr H F Kimber (19374, Norwich)

Merlot Red 2003 (bought October 2006) 9-3 Arc 1.8t. Mr Kimber gives the car nine out of ten for mechanical, interior, and bodywork. The vehicle has parking assistance fitted.

##### Suzanne Contay-Hill (19339, West Sussex)

Grey 1997 (bought August 2006) 9-3 Turbo. Suzanne states: “It looks almost perfect to me and handles well, as I expected from a Saab. Previously had a 900i, E-reg for 13 years – wonderful!”

##### Mr M Stevenson (18265, Luton)

Silver 2004 9-3 Aero. Mr Stevenson previously owned a Vauxhall Senator 3.0 from new, covering 50,356 miles until the car was sold. Mr Stevenson states: “One year it only covered five miles, so you can imagine that replacing a cherished car was difficult”. The 9-3 has leather, comfort pack, and business pack fitted alongside a phone kit and Sat Nav.

##### Brian Stimpson (19380, Eastbourne)

Laser Red 2000 (bought August 2006) 9-3 SE Convertible. Brian marks the car nine out of ten for mechanical, interior, and bodywork. This 9-3 has a body kit fitted.

##### Oliver White (19381, Hinckley)

Black 2005 (bought October 2006) 9-3 Sportwagon Vector Sport. This 9-3 has a Hirsch Performance upgrade to the engine management system, sentronic paddle shift gearbox and a host of other upgrades including rain sensing wipers, Sat Nav and parking assistance.

##### Janet Makey (19380, Hertfordshire)

Metallic Black 2006 9-3 SS Convertible automatic 1.9 TID. Janet states: “Bought to replace a Porsche Boxster S that was not big enough for grandchildren and golf clubs! We have already completed a 3,000 mile tour of France where we averaged 44mpg for the trip – fantastic!”

##### Betty Massey (12478, Wakefield)

Steel Grey Metallic 2005 9-3 Linear Convertible Auto. Previous Saab's include a 95 Estate, 99GL, 9000, 9000CDE and a 9-5 Vector Estate which now belongs to Betty's husband, Malcolm. “Bought as a pre-registered vehicle with 11 miles on the clock for my birthday last year,” Betty has no dislikes and likes everything about the car. However, the car has been recalled for a problem with the electric hood, had a hood rattle fixed prior to the aforementioned problem, and stiff boot hinges currently awaiting replacement.

##### Andrew Prout (19207, Bristol)

Espresso Black 2004 (bought April 2005) 9-3 Aero. Andrew's 9-3 is fitted with a Hirsch Performance upgrade to the engine management system and now delivers 230bhp and 350NM torque. “As a first-time Saab owner, I am very impressed with the car, having always liked the look of the 9-3 Sports Saloon”, states Andrew. Mid range torque is very impressive, although the car has a taste for 98 Octane fuel, resulting in a lower return in economy. Andrew also states: “I like the exterior styling, comfortable interior and the overall safety aspect.” Apart from a heating problem and a vacuum valve failure recalled via Saab, Andrew has no dislikes.

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# 9-5register

## New registrations

### George Stringer, Membership No: 13116

I have purchased a 2002 9-5 estate 2.0t reg. no. YR02 SKO (Colour Steel Grey, mileage 84,000) from Saabtec and part exchanged my 9000CSE 2.3LPT N2020NH. Although I was sorry to let the 9000 go after almost seven years of reliable and comfortable service the 9-5 is all I expected it to be.

### Rouen Gargan, Membership No: 14793

Two years ago we purchased a 9-5 Vector Estate 2.2Tid (WK04 AVY) in Cappuccino Black. Lovely car, great to tow with as well. Colour is lovely as it varies from a Deep Bronze, through a Dark Purple to Matt Black/Grey colour. Aluminium dash, leather/cloth sports interior. A dream car for me!

### Peter Davis Member No: 19380 – 11

Registers a 9-5 Vector Sport Estate Auto colour Metallic Black.

### Adam Keen Member No: 019401

Registers a 9-5 2.0T SE saloon colour Gunmetal Grey.

All correspondence to:

Tim, Julian and Trevor Bayes

10 Barrington Avenue, Jessops Wood,  
The Reddings, Cheltenham GL51 6TY  
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# The Love of a JP's Life

I guess that after two and a half years it's time I registered my 9-5.

2.3 SE in Silver and all those lovely (well-fed) horses under the bonnet, make this another car that I love. It didn't start off too well, after I sold my previous 9-5 litre LPT to a mate when it had done 185,000 miles whose only fault was the usual lost pixels disease, that's the car not him! Neo Brothers quickly sorted that problem for him. I really must ask him what it's done now, must be getting near 200,000 miles that one. I drove my 'new' one away from another buddy who had run up most of its 92,000 miles and knew he had the same attitude to looking after his car as me, (which is why I've bought several from him in the past).

A week after getting it the ignition module failed at midnight! I thought I had bought a 'pup' as they say. I work as a travelling salesman, (a rep) so the car has to be reliable. I have Waxoyled it twice since I had it and it's now due again.

Having now reached 143,000 miles, am I happy with this thing? I love it!

Yes it's a bit expensive to run, an indulgence perhaps. A diesel would make more sense, and I have driven a 9-3 'sport' diesel once. Discovering that Saabtec was right here on my doorstep and being encouraged to join the Owners Club by Richard has helped, as well as bringing another social group to my already busy life. If it breaks I go visit and get a sympathetic ear and not too high bill from there.

The rear bumper has an assorted selection of dings and bangs on it, I wish I could judge the rear end better. I keep looking at park assist...., the huge boot is constantly full of samples. Overall mileage per gallon is surprisingly good, despite the hard work I put the thing to. But comfort is outstanding in the 9-5 isn't it chaps? Oh yes, and all that power.

As a local 'beak' (magistrate) I have to make sure I don't get spotted giving it the heavy foot, so I usually restrict it to a respectable gait! Having said that, nobody can outrun me up the local slip road and onto the motorway, except perhaps one of those BMW 'M' thingies, (none of the lesser ones can keep up) and of course I back off at 70!

The power stuff helped me get the only three points on my previously clean licence, damn it! 37mph on a new (still being made) and 30mph road in North Wales, which is now de-restricted!

Oh yes, and the story that people like me, 'get off light' is NOT true, we get a letter from Lord 'Charlie' Falconer telling



us that we are expected to be more responsible, set a good example and watch it in future, or else!

After a hesitant start, I try to get to most of the North West branch events and they are a great lot, (I thought they'd all have latest model shining wondercars, but they don't).

The only thing is those late nights they tend towards, and at my age, well, I need more sleep than that!

Yes, I was there on the photo at Howard Town Brewery in the mag. So were two of my mates, one of who has a Ford C-Max and the other lives in Canada and drives a ruddy great Concorde something. Maybe they'll learn given time!

Happy Birthday Peter (belated).

*John Howard*

Peter Gordon Member 019386D 11 writes:

After 30 years of Saab ownership I have finally joined the Club, (Membership subscription a 60th birthday present). He says that he has owned six Saabs over that time, two 96 V4s, a 9-5 V4, a 99, a 900i and finally a 9-5 and has clocked up a total of 800,000 miles.

His present car is a 9-5 saloon colour blue.

*Trevor Bayes*

“ Yes it's a bit expensive to run, an indulgence perhaps. A diesel would make more sense, and I have driven a 9-3 'sport' diesel once. Discovering that Saabtec was right here on my doorstep and being encouraged to join the Owners Club by Richard has helped, as well as bringing another social group to my already busy life. If it breaks I go visit and get a sympathetic ear and not too high bill from there.

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# Tatry Marathon 2006

Always up for a change of scenery and a bit of a challenge, when Nigel turned up with a piece of paper detailing the up coming Classic Rally Associations jaunt around the Slovak republic, I jumped at the chance.

Now, Nigel is the proud owner of a rather nicely rally prepared 1972 Saab 96 along with a number of other toys, but the Saab seemed ideally suited for this sort of jolly. After about five seconds thought, a hammer was taken to the piggy bank and a long handled brush shoved under the bed and the sofa and, funds assured, we were booked on the 2006 Tatry Classic Marathon.

Scheduled to take place from 7 - 12 October, the organisers also offered transport for the car for a reasonable fee. Where's the fun in that. No. We'll trailer the Saab out.

Ferries and transit hotel booked, the day of our departure arrived. First problem, the trailer, which was primarily used for transporting a Triumph TR6, was none too stable with the somewhat heavier front of the Saab and would not be much fun on such a long journey. Hmmm, oh well. Load up the Saab. Let's drive. It's only two days, and besides, we have each driven much more epic marathons in a Beetle and a 2CV respectively, albeit quite some time ago.

It should be pointed out here that, as a sufferer of multiple sclerosis, I am navigator only material in such a car so could not share the driving. And did I mention that the car was rally prepared. Stiffened suspension, bucket seats and harnesses, no sound proofing. Should be fun!

It was, after being disgorged from the ferry at Zeebrugge at 9.30am it wasn't too long before we had bypassed Brussels and were through Belgium and into Germany before stopping overnight at Wurzburg. The car ran perfectly. Cruising comfortably at about 75mph. Quite comfy too (though Nigel got quite a sore bum from the rather unforgiving seat until he remembered his good lady Sue had insisted that he take some foam rubber to stop items in the boot rattling. With this he modified Cobra's finest and sported a suspicious looking smile for the rest of the trip).

As every mile passed it seemed the car was becoming more and more economical until, on arrival in Bratislava, we were getting around 30mpg.

The first night in Bratislava was an introduction to the other competitors. We soon established by a quick look in the hotel car park that our little Saab was going to be in distinguished company. Two Austin Healey 3000s, a Sunbeam Tiger, a Triumph TR5 and a Volvo P1800S, all immaculately turned out. Also, some of the other entrants were known to us from the local Classic rallies we do back home in the north of England.

The following day was scrutineering – and the time for those who had taken the organiser's transport option to be reunited with their cars. After a brief drive through the city of Bratislava we arrived at the scrutineering venue, a very large Skoda garage, and were greeted by a sight which would put many UK car shows to shame. 75 cars ranging from 1920's Bentleys and a Delahaye to an Anglia and a Morris Minor, with many Jaguars, Alfa Romeos, Porsches and the like thrown in for good measure. Some cars appeared to be near concours standard so it was surprising that they would be used for such an event – which incidentally was to be about 1800km long. We were presented with our rally badges and stickers and everybody set about decorating their cars with their names, flag of origin and numbers. Scrutineering was a fairly relaxed affair with the checking of basic requirements of a roadworthy vehicle, first aid kit, fire extinguisher etc. and to check that any modifications on your car conformed to the period as well the few spares required to keep you roadworthy during the event.

It is normally the case at this time that the Saab decides to lose its lights or horn or has some other niggling fault to keep Nigel frantically busy under the bonnet for 10 minutes or so, but not a bit of it. All OK. So Nigel spent a frantic 10 minutes under the bonnet of a neighbouring Austin A40 as the horn gremlin decided to ride with them.

Now off to the measured mile, (or in this case kilometre).

Those of you in the know will understand what is meant by this, but for those who don't, here goes.

Most classic rallies comprise of tests (drive like an idiot against the clock around a set course) and regularities (drive a set distance at an average given speed or speeds on the public road). To be competitive at regularities you must not only have an accurate stop watch but also a very accurate odometer. Hence any car you intend to use for such events needs to be fitted with an accurate trip meter to record exact distances and which can be re-calibrated to match the organisers tripmeter for each event. A stretch of road is selected where competitors can set their tripmeters correctly against at least two very accurately positioned marks.

The road chosen for this was in the outskirts of Bratislava and lasted for 9.35km, passing through a small village. We covered this route twice to calibrate and check our tripmeter but some people drove the route three or four times. After a



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# Saabsport

short while there were quite a few spectators along this road.

And so it was for the rest of the rally. The Czechs and Slovaks are proud of their industrial heritage, and of Skoda in particular. It would be safe to say they are pretty close to being a nation of petrol heads, with hill climbing events very popular. As this was the first Classic Road Rally in Slovakia we found we were to have a large following throughout the whole five days.

Back to the hotel for some food and wine, and beer, and brandy, and more wine and... up in the morning for the start!

The start was a busy affair in the city's principal square with official types, competitors and beautiful women in equal measure. Out of the 75 cars in the event, we were 75th to go, so by the time we reached the start grid the candyfloss was sold out, the ice cream had melted and the beautiful women had disappeared. Never mind, at least we got to watch everyone go.

The first day took in one test and two regularities and we found ourselves in Zlín in the Czech Republic for our first overnight stop. The hotel here was very austere (The Hotel Moskva) and all it was lacking was a bust of Lenin and a hammer and sickle to make you think Glasnost had never happened. The city was a very concrete affair with a big factory in the centre. Bizarrely in the dining room they had piped in Pink Floyd's Umma Gumma.

**Day 2 – Zlín to Tatranska Lomnica.** Back to Slovakia and it felt like coming home. Although less westernised, Slovakia manages to be more welcoming. By now we are climbing into the Tatry mountains and it is all very picturesque. A bit like Austria without the people. The roads were generally well surfaced with very little traffic, and had it not been for regular time checks en-route, a lot of speed limits would have been broken. More tests and regularities and always interesting lunchstops. (Yesterday a castle and today an alpine villa). The hotel tonight is the Grand Praha in Tatranska Lomnica, a beautiful former stately home in the mountains which had been an exclusive ski resort for those important and privileged Russians.

For both these days our car was performing faultlessly, and we were climbing steadily up the rankings. Nigel, however, said those fateful words 'She's going better than ever!' so you can guess what happened next.

**Day 3 – Off we go.** Our first test was around a derelict caravan park. (The best sort I hear you say) The usual mad dash, chasing an Aston Martin DB4 and trying to get a better time than the Germans in an Alfa leading our class. Quite well we did as well. Then off to our first regularity, about 50km away. Still snapping at the Aston's heels, all was going well until the second time check. That was when the gearbox died. At first we lost first and second gears. The sweep crew (rally breakdown crew) checked the car over but more or less confirmed our fears that it was likely to be terminal. So we limped back towards the hotel feeling a bit dejected. Having

been directed through a field to bypass a nasty accident (of which we saw a few), the noises coming from the gearbox got worse, until eventually we ground to a halt about 40km from our destination, jammed in gear.

We were recovered back to the hotel on the back of a tow truck after about two hours, and set about trying to solve our predicament. The favourite solution was to have a new gearbox shipped out and the car repaired in Bratislava, but shipping costs ruled this out. The only sensible solution was to have the car shipped back to the UK by Cambridge Motor Sports who were following the event. Decision made, off to the bar.

**Day 4 – Now, we need wheels.** On asking at reception about a hire car we were met with raised eyebrows. A what? No. We don't have any of those. We know someone who has some cars! Eventually a dubious looking character in an IQ reducer (back to front baseball cap) turns up with a very dirty but surprisingly straight VW Passat. A price is agreed. The Saab is loaded onto the transport and we're off. We have a bit of catching up to do, so Nigel is really beginning to enjoy himself in the mountain roads.

'Nice car this' he says, 'really quite nippy, and hardly uses any fuel, we'll soon catch everyone up' so... guess what happened next.

On delving around in the boot for the spare and the wheel brace, we also found the taxi sign and realised we had hired a taxi. Hey ho. At least they kept the meter.

We arrived at the rally lunch stop long after everyone had left and found that it was another alpine villa, only this time full of police apparently having a convention. Very strange. Anyway, after a quick pit stop we were on our way.

Our next stop was entirely less pleasant. We came across a rather nasty accident involving one of our fellow competitors. No injuries to them, but their car, a superbly prepared Datsun 240Z, was very badly twisted. Unable to assist, we pressed on until we caught another victim. This time a broken fuel pump on an Austin Healey 3000. The sweep crew got them running and we tailed them to a fuel station.

Then off to the hotel in Piestany.

This was effectively the end of our rally, as the last day was mainly tests and we could hardly go rallying in a taxi.

**Day 5 – New tyre on the taxi and off to a café to sample the local fayre.** It just so happened that the rally finish was right next to the café we were in, so we had a ring side seat on the finish line. And not wanting to be left out, we crossed the finish line in last place, me in a wheelchair and Nigel on foot. I may not have stayed with the Saab for the full event, but I still rolled over the finish line.

A fantastic event, and I would recommend everyone to have a go at one of these. The 2007 Marathon is in Norway. Now, Saab spares should be easy to find there, hmmm...

*Nigel Cardale*

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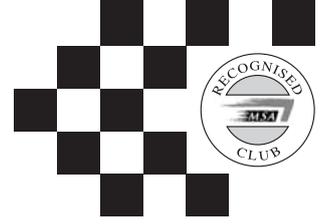
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# Saabsport

## Durham Auto Club 12-car Navigational Rally 29 November 2006

NEW VENTURE! New navigator! Branching out from competing in Classic Car Rallies, I entered my local Motor Club 12-car Navigational Event the other day, 29 November. My new! navigator for a change, was a friend, Keith Simpson, who last navigated for me some 35 years ago.

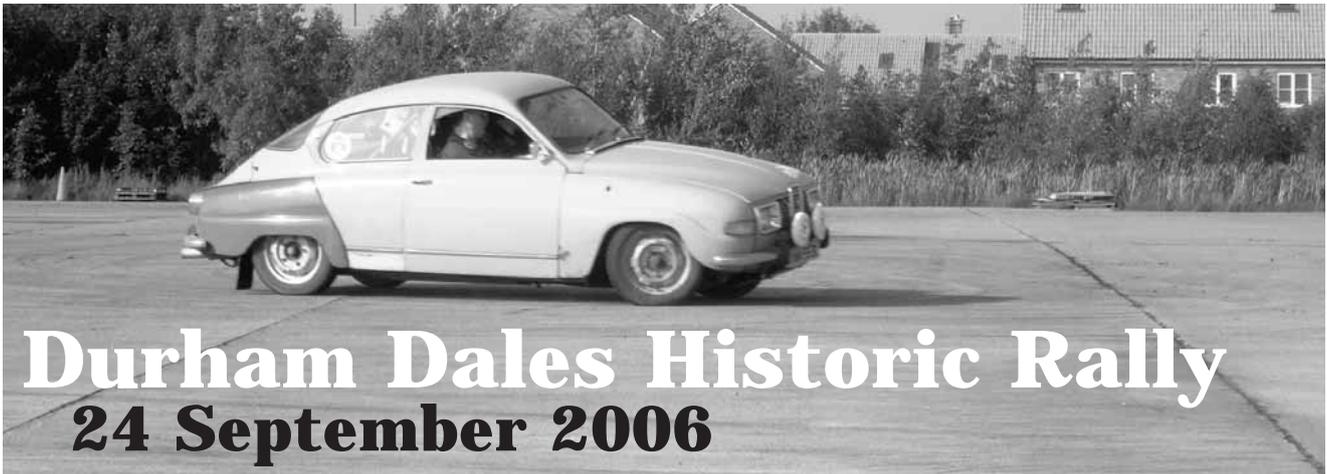
Starting from a desolate and wind-swept moorland road Durham Automobile Club had arranged an event covering 30-odd miles of minor roads (OS Sheet 88). that proved to be very wet and liberally covered in mud and fallen leaves. The

96, which went very well, was the oldest car by 18 years. The crew was also the oldest with a combined age of almost 120 years! The last time Keith navigated he was using one inch to the mile maps rather than the modern 1:50000 version!

At the end, we were both surprised and definitely chuffed to learn that we had won. My first time ever!

It just shows the Saab still has what it takes when the event suits it, and a navigator, however old, never loses his skills.

*John Wood, Durham*



## Durham Dales Historic Rally 24 September 2006

A very good entry greeted the wet start of this year's Durham Dales Historic Rally, centred once again on the Derwent Manor Hotel, Allensford, near Consett. The late arrival of the Scrutineers meant that the start had to be delayed by 30 minutes, a problem which seemed to be compounded throughout the day.

Different Motor Clubs run their events to a particular style, and Durham's has a particular flavour! To their credit, the organisers had obviously worked hard to put on an entertaining and full day.

Over 20 Tests and two Regularities were promised and everyone was hoping for a better day than last year, when there were a number of complaints about the tests in particular being set rather more as Autotests than Historic Rally Tests. Now I know everyone has their own favourites, and some types of tests suit the smaller, more nimble cars, but alas once again the day proved not to be ideal for our Saab. Most tests were simply too tight for us and even Colin and Craig Wallace, who usually excel in these events, found things difficult (although engine problems later in the day didn't help). One venue comprising four tests on

rather rough concrete saw the demise of five cars due to transmission failures and one test had to be abandoned as it was simply taking too long to put the cars through it.

However, nothing daunted, we did our best and there were a few tests where we could let the car have a good run – these we enjoyed!

One aspect of Historic Rallying that Niall and I normally do well in is the Regularities. This year a maximum penalty of 30 seconds sidelined the value of the Regularities as some crews who fared badly seemed not to be realistically penalised. We made a couple of minor wrong slots ourselves so this didn't help our cause or our result!

The event finished fairly late back at the Derwent Manor and results were delayed by a number of queries. We came in the lower third of finishers (but not last!).

Yes, we will probably be back next year but will have to look at extracting more power and more manoeuvrability from the car if we are to have any realistic chance of finishing higher up in the results.

*John Wood and Niall Wallace.*

# Trackrod Rally Yorkshire 2006

**Team Jayhawk  
Jim Valentine  
and Julian Stocks**



Pictures courtesy of Mike Hally



## Team Jayhawk's tenth outing (surely should be doing better by now) crashed, retired, survived, finished, retired, surprised, cried...

Competed, rolled, scraped by, Trackrod never seems to be an easy event for the team and this time out, our third attempt, was to be no easier.

The warning signs were there early. About three weeks beforehand, I'd stepped back from the car, taken a deep breath, and announced it as ready for the Trackrod in October. I should have known better. I took it to one of Christopher Darwin's excellent charity track days at Snetterton, put it on tarmac tyres and gaily set off round the circuit. Before I'd even left the paddock I knew there was trouble with the car steering right. I did three laps to see if it got any better, it improved but was still wrong. Packed the car away and finished the day in the 9-5 Estate I was towing with. Usefully, Chris Partington was at the same event with his 2-Stroke racer and we concluded that the tracking was out and that the back axle was bent on the off side. As a result I dropped off the car with Chris to sort out the problems with the usual short deadline before the event. On dismantling the front suspension it turned out the near side top wishbone had completely collapsed.

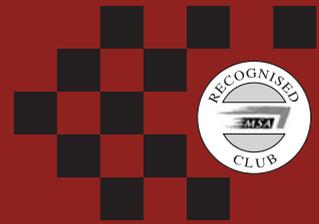
So the now familiar and unsettling process of picking the car up from Chris on the morning of the event took place again. I had a foul journey up the M1 to Pickering for the Friday afternoon scrutineering, to go with being exhausted from an obscenely busy spell at work again. Why do people insist on being paid up Members of BOLOC (British Outside Lane Owners Club) while only using the middle lane? When

you're in a hurry and banned from the outside lane while towing, getting stuck behind idiots out in the middle lane is galling, I put it a little stronger on the day.

Scrutineering and preparation went well and even Julian, the navigator, put in a reasonably early appearance. After scrutineering I made John Sparks, our service chief, drive the rally car back to service while Julian and I signed on. A source of much amusement to all as John has steadfastly refused to drive or passenger in the car before this, despite three seasons of running the support crew. I think he's a natural, even if he couldn't find reverse.

I hadn't driven the car for a while so when we went out to test the measured mile and set up the navigator's trip meter I was a bit shocked by what appeared to be torque steer. I put the power on and the car pulled right, backed off and it pulled left. This was unnerving as it unsettled the car every time I did it. It was too late to do much about it so I hoped some of it would be down to lack of use in the tyres and that the event would not be too grim.

By 7.00pm we were in the B&B and by 8.00pm in the pub for dinner. Thankfully we were to bed early so, despite an early start, I had a longer period in bed than I had had in any of the previous three weeks. Breakfast was entertaining as we were not the only crew that the B&B had refused to make breakfast for. The sight of grown men in racing overalls wandering blearily around a catering size kitchen at six in the morning is one I treasure. We later sent the service crew back to the B&B



# Saabsport



to get their breakfasts after we set off. As a result when we pulled in to first service we had to see not just mobile phone photographs of their full English, but video footage as well.

We set off to the first section of stages. Where Friday had been grey and pretty wet (OK, not by Welsh standards) Saturday dawned spectacularly, reconfirming my role as a good weather pixie on events. There was a moment when we rose to the top of the Yorkshire moors and a magnificent view was there beneath us, stretching out to Scarborough and Whitby on the coast, with all the shipping miles out in the North Sea beyond.

The car didn't improve any on the self-steering front and the driver didn't put in one of his more polished performances. Overdid it on an early corner and had the car sideways across the stage instead of powering out of the corner. Trackrod has some very long straights and if the car is not set up right it's very uncomfortable – it gets light and slippery while you're at maximum revs and puts you moments from having a high speed conversation with the scenery.

Threw the car off on the offside on the exit from a corner on the last stage of the section. Still not quite sure why, it might have been the self-steering or more probably I ran out of talent again. Either way I ploughed off the side of the track and was so surprised it took a while to react and select second to try and pull us out of the edge. Strange incident: I think accident would be too serious an interpretation, but then these mishaps when you lose control can so easily become another visit to Mr Expensive's car repairs.

Got back to service broadly happy, the car was in a

dangerous handling set up, but we had no major damage. We discovered the back axle loose round the centre bush. Went out in the afternoon and the car was handling so much better. Kept it reasonably clean and felt I was driving as well as I was I going to. I certainly had that Zorro moment in the small of the back – where one corner or a complex of corners went well. There's an identifiable moment when you know you've carried a good momentum safely through a corner. Hopefully we can keep that sort of form as we gain more experience.

On the last stage there is a hairpin that I have never managed to drive round well and this year was no exception. I turned the car towards the outside of the corner and then turned in using the handbrake, you know, flicking the car around like a true Scandinavian. Must have looked quite dramatic because I got the car too far sideways, went up on two wheels and came to a halt with the nose pointing at the apex of the corner – more pendulous than pendulum but at least no harm done.

Anyway we made the finish and despite fighting the car all day, ground out a second in class with times that weren't too shoddy. At the finish we got out of the car and found the rear n/s stub axle at the craziest angle, folded so far over the wheel was starting to wear through the top of the wing and a bolt on the trailing arm had cut a groove in the tyre down to the canvas. We subsequently found a split hose near the engine. Had there been another stage we would have had another 'did not finish' to our names.

*Jim Valentine*

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# Classifieds

## 96 V4

### 1967 model

in Silver Sand. Good condition. One year's MOT. Many new parts, diaphragm clutch. Lots of spares. Tel: Roger 020 8398 2711 (Surrey).

### 96 V4 1972

Tax exempt. Rebuilt engine, new clutch. Full MOT. £950. Tel: 024 767 17550 (Coventry) Also lots of spares for sale.

## Saab 99

### 1971 Tyrol Green

Pretty early two-door model with 1.85L engine and stainless bumpers. Owner deceased. Too good to scrap so free if collected. Tel: Robert Hubbard 01656 890 204 (Glamorgan).

### Saab 99GL

RHD 1976 Red. 2 door. 120,000 km. 1,200 euros or £780. Swedish road tested until May 2008. No Swedish road tax needed. Very good condition. Needs some minor tidying. Can be seen in Soderfors nr Uppsala, Sweden. Email [bertil1@telia.com](mailto:bertil1@telia.com)

## 900

### 1986, 3 door

Silver. Mechanically well maintained. Gas converted. Very economical. Reliable. 154,000 miles. MOT five months. £500 ono. Tel: Julien 01584 831671 (Shropshire).

### 1994, 3 door

Dark Green. Full service history. 109,000 miles. Properly maintained. Nice condition. MOT 10 months. £1,200 ono. Tel: Julien 01584 831671 (Shropshire).

## 900 XS Classic

J reg, 3 door. Dark Blue Metallic. Alloys, sunroof, face off stereo. Stainless exhaust, E/W/mirrors and aerial. 98,000 miles. Recent clutch. MOT. £1,500 ono. Tel: 01792 587204 (Swansea)

## 900 16V Turbo

1990 G. 5 door Ice Blue. V/good condition, 148,500 miles. Electric S/R, mirrors, windows and C/L - radio/cassette 11 months MOT, 6 months Tax. £750 ono. Tel: 01268 732243 (Essex)

## 900XS 2.0i

Superb, one owner, 5 door, new shape 900, FSH 1995. 80,000 miles, Le Mans Blue., Walnut dash. £1,750. Tel: 01277 623846 or e-mail: [oaktwelve@aol.com](mailto:oaktwelve@aol.com) (Essex)

## 900 LPT Classic

J Reg, White. 116,000 miles, FSH, good condition, 12 months MOT. £2,500 ono. Tel: 01332 865451 (Derbyshire)



## Saab 900 GLE 1982

Kept in dry storage nine years. 47,000 genuine mileage. Two owners. Original tool kit etc. Metal sunroof. No MOT or Tax. Tow bar available but never fitted. Sensible offers only. Tel: 01954 200811 (near Cambridge)

## 900 Turbo Classic

5 door manual 1984 reg. 138,000 miles. Dark Red with matching upholstery. Sunroof, electric windows, radio/cassette. Full Saab service history. One owner from new. Mechanically sound, body work very good. Tax January 2008. MOT November 2007. £1,200 ono. Tel: 07973715121 (Walton-on-Thames, Surrey).

## 900i Convertible

1991 H Metallic Grey with black electric roof and grey leather interior. Aero alloys CD changer. Loads of history, including MOT's. 154,000 miles. New MOT. Looks and drives superbly. Super value £2,250. Tel: 01763 260024 (South Cams).

## 900i Classic

1988 2 door saloon in Red, 10 months MOT, Full Service Records. Good interior condition and bodywork. Reliable runner, seeks new home for more details please Tel: 01890 761282.

## 9000

### 1997 Saab 9000 CSE

2.0t eco power. Manual. Grey leather. 50,000 genuine mileage. Scarabe Green. FSH. MOT October 2007. £3,000 no offers. Tel: 01978 756330.

## 9-3

### 9-3 S 2.2 TiD

1998, S Reg., 99K, 5 door, Cayenne Red Metallic, beige velour. Air con, superb condition, meticulously engineer maintained. Expensive Abbott Sports

upgrade to engine, suspension, steering and wheels. Transforms car and gives a wonderful sharp satisfying drive - with diesel economy. A very rare car. £3,950 onvo. Tel: 01395 577997 Mob: 07831112278 (Devon).

## Wanted

### 900 16V Turbo wanted

1991-93. Ideally, with leather interior. Car needing repair, or simply a leather interior would be considered. Tel: 0115 9372082 or 07946535691 (Nottingham).

## Bits & Pieces

### 900 Convertible

Chrome luggage rack for boot lid with ski fittings and instructions - £30. Plastic three piece hood covers with storage holdall, Beige - £30. Front r.h. side headlamp lens - £15. Tel: 01727 864724 (St Albans).

## Misc

### Oil Leaking from Distributor

Oil seal replaced by SOC Member for Saab 900 (1984-1993). Bosch part no 0237 501010 and 900 (1993-1998)

part no 0237 520054. Repairs from £25 incl P&P. Tel: Allen Timms 01208 72429 or email [al@timms789.fsnet.co.uk](mailto:al@timms789.fsnet.co.uk) (Bodmin, Cornwall).

## Puglia, Southern Italy

Spacious Villa, every modern convenience, sleeps seven. Set in beautiful countryside. Historic 13C City of Ostuni ten minutes, beaches 25 minutes. Available year round. Information [www.lafelicita.com](http://www.lafelicita.com). Tel: 01274 638367.

## Two bedroom Villa Nerja

Spain. 30 March-13 April £250 per week. 27 July-10 August £300 per week. Email: [flysun4u@yahoo.co.uk](mailto:flysun4u@yahoo.co.uk) or Tel: 01606 853964.

## Algarve Luxury Apartment

sleeps 6, sea views, pool. Fully equipped, dishwasher, washing machine, satellite TV, BBQ. Two bathrooms. Walking distance to beaches and walled town of Lagos. Three top golf courses nearby. Tel: 01277 623846 (Essex) or [alexanderlalgarve@aol.com](mailto:alexanderlalgarve@aol.com)

## Personal Number Plate

N900 EVC - £425 ono. Tel: 01277 623846 (Essex).

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Our next issue is due out in March-April 2007, and our editorial deadline is 19 January. All submissions should be sent in the first instance to:

The Editor, Dave Garnett,  
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e-mail: [chairman@saabclub.co.uk](mailto:chairman@saabclub.co.uk)

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