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# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



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## FRONT COVER



Team Jayhawk, featuring Jim Valentine and Julian Stocks at the Roger Albert Clark Rally in November, 2007.

Please state your Membership number in all correspondence

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Classified Advertisements  
– see details on page 57

*Copy should be submitted either by e-mail or on CD or DVD, either in PC or AppleMac format, along with a hard copy for reference where possible. Photographs should be undamaged and of a good quality and, if supplied digitally, be of a high resolution for print, either 300dpi or taken at the highest resolution setting on your camera.*

## DEADLINE DATES FOR CONTRIBUTORS

Mar/Apr 2008 ISSUE: 18th January 2008

May/June 2008 ISSUE: 21st March 2008

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

Anyone in the business of selling goods or services related to the motor industry can advertise in 'Driver'. If Members can recommend a service or would like to suggest a potential advertiser please contact our Sales Executive:

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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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MEMBERSHIP TEAM NUMBER: 01954 232810 – 9.00AM TO 5.00PM – MONDAY TO FRIDAY

# STEERING WHEEL



I hope you all enjoyed your Christmas and New Year celebrations.

I should like to draw your attention to the Report opposite concerning the proposed 2008 National Event.

The Board was pleased when Great Western Saab offered to organise the 2008 National. Accepting that the format of future National events has to change, the Board supported the innovative ideas that the GWS Group planned. Indeed the Club funded the printing costs of the promotional A5 event leaflet that was distributed by GWS Members at events at home and abroad during the summer months. I do not propose to repeat within this column the contents of the separate Report, but I would like to say that during November and December the Directors spent a very great deal of their time on the issues surrounding this proposed event and I would like to personally thank them for their united and unanimous support during this particularly stressful time. I should also like to thank those Club Members who have taken the time to communicate their support to the Board. The Directors will at all times act in your best interests and those of the Club.

You will see from the Report that the proposed event is no longer to take place and I confirm that GWS has decided not to be an official regional group of the Saab Owners Club.

We are hoping to arrange a National event in July and will let you have details as soon as possible.

The Club's website forum, hosted by UKSaabs, has for sometime been the subject of discussion amongst the Directors, the site administrator and some Club Members. The recent problems on

the open forum have created a situation for the Club that cannot be tolerated. The Directors have agreed that to continue with this format of hosting will only create more problems in the future. As someone said, "SOC and UKSaabs have become awkward bedfellows"! I think we are the only Car Club sharing a forum where Club business can be viewed and discussed by non-Members. We have, therefore, taken the decision to create our own 'Members only' forum within our website and have severed all links with UKSaabs. We wish the new administration every success. The new Club forum will take time to create but will hopefully be up and running early in the New Year.

The Club Shop is now open on the website and sales are increasing. Those of you who have access to the Internet can now purchase items on-line.

Finally, Saab 'Driver' has had a make-over for 2008, we hope you like the updated style, please let us know what you think. Safe driving.

Peter Turner

## OBITUARY

It was with sadness that we learned of the recent death of Bob Moore, a founder Member of the Wessex Group. Many 'older' Members may recall Bob and co-founder of the Group Tim Coombs, attending Nationals with their classic Cheltenham caravans. We send our condolences to Bob's family and friends.

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# National Event 2008

The following statement was posted on 2 December 2007 on the SOC/UKSaabs shared forum.

The Board of the SOC regrets that its National Event in 2008 will not take place as advertised. Unfortunately, the organisers have not met the Club's requirements for the financial integrity of the event.

Despite several invitations to present its budget and plans to the Board for approval, the organising committee has waited until a deadline from the venue was forcing a decision before providing any visibility of its financial plan. This plan was a surprise to the Board, in that it showed that the Club's National Event was actually being planned with a primary aim of raising money for charity. While we have no objection to the charitable causes, this did leave the Club in a somewhat delicate position over proper use of its Members' funds.

As has been announced publicly, a special Board meeting took place on Sunday, 25 November where the Board was finally able to discuss the budget with the organisers. The outcome of this meeting is summarised as follows:

The Board has some concerns regarding the legal and accounting implications regarding VAT and charitable donations in relation to sponsorship income. We are investigating this with HMRC and have asked for a ruling.

In the light of this, we agree IN PRINCIPLE to support the event financially to a MAXIMUM of £5,000, with the potential to provide further funding depending upon this current financial year's results in March 2008.

This offer is subject to the following considerations:

1. GWS to provide, ideally by Friday, 30 November, a FULL breakdown of all sponsorship monies offered/paid, in terms of
  - Who the sponsor is
  - How much they have committed/paid
  - On what basis is this committed (Charitable Donation or Payment for Service, eg promotional space).

**GWS Response:** Accepted (no time limit discussed on the day).

2. GWS to provide, ideally by Friday, 30 November, the presentation pack as delivered to Saab GB, such that we have full visibility of what has been sold/committed to Saab GB (the Club's largest 'customer' in terms of advertising revenues).

**GWS Response:** Accepted (no time limit discussed on the day).

3. In return for SOC funding, a commitment regarding non-Members' charges for the event to include one year's SOC subscription.

**GWS Response:** reluctant to accept, preference for this to be a free choice.

**SOC Response to the objection:** Our preference is that the default position is for the charge for non-Members to include SOC subs, and only if disputed offer an alternative. To be discussed further once more information provided by GWS in relation to 1 and 2 above.

4. GWS to advise if they would like SOC Board representation on their organising committee.

**GWS Response:** Accepted, GWS to advise where/when.

5. GWS to commit to maintaining a 'dignified silence' on the web forums regarding all financial aspects of the event.

**GWS Response:** Accepted.

6. GWS to provide full accounts periodically during the planning of the event (in particular for the Club's financial year-end in March 2008) or upon request, and full and final accounts within 10 working days of the event.

**GWS Response:** Accepted.

7. GWS to provide more timely and comprehensive reporting to the Board over the coming months, including attendance of a small delegation at Board meetings where required.

**GWS Response:** Accepted.

GWS also stated that they really need the £7,000 in order to pay for Castle Combe.

Regarding payment of Castle Combe, the SOC agreed to fund the deposit and to provide the cash advance for the balance of the circuit fees if required. Any further funding beyond the £5,000 maximum offered above is to be discussed further once the financial plans are more concrete.

The Board felt confident that this agreement offered a way forward that would allow the event to proceed as planned. For reasons unknown to the Board at this time, the organisers did not agree with our record of the meeting and have withdrawn their responsibility for the event with no prior notice.

The Finance Director received a ruling from HMRC on 30 November regarding VAT liabilities for the event. This confirmed our position:

- a) with a significant increase to the Club's potential costs and
- b) that the manner in which the National 2008 finances were being organised by GWS could be seen as tax avoidance, albeit unintentional, by SOC GB Ltd.

The Board is saddened that the organisers were not prepared to communicate their issues to the Board, but instead chose to publicly withdraw from the event without any opportunity to resolve any remaining disputes.

The Board is saddened that the organisers were not prepared to communicate their issues to the Board, but instead chose to publicly withdraw from the event without any opportunity to resolve any remaining disputes.

The Board wishes to reassure Members that it will not allow the use of Club funds to be used to support events unless the Club's total financial liability for the event is properly understood and assessed.

Unfortunately this was not the case on 25 November, and it would appear that the organisers were unable or unwilling to provide the information required to enable an informed decision by the Board.

We are further disappointed that certain Members of the organisational team have seen fit to post emotive and frequently inaccurate comments on the UKSaabs web forums, to which the Club is affiliated. We would have preferred that the individuals involved had used their time and energy to better communicate their plans to the Board rather than keep their plans to themselves until there was an external deadline that forced the Board to make a decision.

While some may think that the much-publicised plans to generate substantial charitable donations from the event as planned to be a laudable ambition, we must emphasise that the broader SOC Membership has not had the opportunity to be consulted in the matter and we do not feel it is the place of a small motor club to donate up to 10% of its Members' subscriptions to charity. This is not what our Members have signed up to. If Members wish to donate to charity, they are welcome to do so as individuals. Their Membership subscriptions will continue to be used to fund the operation of the Club as has always been the case. Should any Member wish to raise this as a matter of Club policy they are welcome to propose a motion for the next AGM.

The Board wishes to emphasise that it has NEVER committed any funds to the organising committee for the event. Individuals have discussed various sums at various stages of the planning, but until the financial plans were submitted, we had operated on the basis that this was an event in planning, subject to approval.

We welcome feedback from Members regarding the Club's plans and operation, and respectfully remind Members that the ideal methods to provide this feedback is through letters or e-mails to the Chairman, or the relevant Board Member, or to the Editor for inclusion in Saab 'Driver'. We understand the power of the Internet forums for advice and guidance and general chat between Members, but we would prefer that Members did not use this medium to provide feedback to the Club as, due to its very nature, the Internet can attract poorly considered or misinformed input from a very narrow sample of the overall membership community and even from non-Members.

Directors of the Saab Owners Club (GB) Ltd,  
December 1 2007.

## AA Fuel Assist New service launched for drivers who fill up with wrong fuel



"Drivers are pouring up to £750 million down the drain", says AA. The number of motorists who put the wrong fuel in their car has doubled over the last ten years, according to the AA, which today launches the UK's first national service to help those who make that 'fuelish' mistake.

AA Fuel Assist is a specialist roadside service that drains, flushes and replenishes vehicle fuel systems on the spot, saving the customer both time, money and inconvenience.

It is estimated that at least 150,000 drivers misfuel each year – one every three and a half minutes – generating around 7.5 million litres of contaminated fuel or the equivalent of three Olympic-sized swimming pools.

The AA is investing around £1.7 million in AA Fuel Assist which not only retrieves

the contaminated fuel but ensures that it is recycled through a waste management company with the end product being used to power cement kilns and furnaces, for example.

Donald MacSporran, AA Technical Performance Manager, explains that the scale of the problem has been getting significantly bigger, especially over the last five years: "We have seen a significant growth in diesel car sales and modern diesels are so quiet that people sometimes forget they're driving one. You also have an increasing number of people owning more than one car, so it's only too easy to absent-mindedly put the wrong fuel in.

"We continually look at innovative solutions for problems that we traditionally can't fix at the roadside, in

order to help get our members on the way quicker. We came up with this unique service that gets 99 per cent of vehicles back on the road after the 45-minute fuel drain. We save them the hassle of having to wait for a garage to book them in and, potentially, up to £5,000 in repair bills."

MacSporran continues: "If someone realises they have misfuelled, they should ideally not start the engine and call us for advice. Depending on the level of contamination, our technical team will advise over the phone if the vehicle can be safely driven but, in most cases, a fuel drain will be required. Although people always feel embarrassed, we try to lessen the pain by offering a speedy, cost-effective solution for the customer, as well as minimising the impact on the environment."

## Headache relief FOR ACCIDENTS ABROAD

Legal experts have welcomed new laws that make it easier for UK holidaymakers to claim damages after being involved in road traffic accidents abroad.

The level of compensation received will also increase and the process will be made simpler because English courts will be allowed to deal with any disputes following a road traffic accident in any member EU country. The new EU Directive means that people no longer have to rely on local claims firms in a foreign country but can appoint a solicitor in the UK to handle what was previously a legal headache.

Martin Coyne, managing partner of leading Manchester law firm Ralli, said these changes are long overdue: "This is great news for UK holidaymakers who enjoy motoring abroad. It means that there is a safety net if they are involved in a motor accident. In the past, too many people have been put off making claims for either personal injury damages or property damages because of the lengthy legal process in foreign jurisdictions.

"Now, a person living in England, who has been injured in a

**"IN THE PAST, TOO MANY PEOPLE HAVE BEEN PUT OFF MAKING CLAIMS FOR EITHER PERSONAL INJURY DAMAGES OR PROPERTY DAMAGES BECAUSE OF THE LENGTHY LEGAL PROCESS IN FOREIGN JURISDICTIONS."**

road traffic accident abroad in an EU country, can issue proceedings against the person responsible in an English court and will probably secure higher levels of compensation than they would have done before when relying on foreign courts.

"Many people have accidents abroad that go unreported. I expect these developments to open the floodgates and we will see more UK nationals coming forward." See [www.ralli.co.uk](http://www.ralli.co.uk)



# Yellow Peril

There can be few things more irritating than waiting patiently to enter a yellow box junction, only to see cars from the opposite direction 'trying their luck' and stopping mid-box when it's obvious that there is nowhere for them to go.

Not only are those anti-social drivers preventing you moving when the lights are in your favour by blocking you, they are also committing an offence.

The new Highway Code is quite specific – you must enter the box junction only if your exit road is clear. The only exception is if you are turning right, when you can stop in the box while you wait for a gap in the traffic.

So why do so many drivers at peak times ignore the rule?

The 'tit for tat' mentality kicks in – if 'they' are going to ignore the box, then 'I' can as well. Queuing traffic behind you may even encourage you to follow suit by pulling right up to your rear bumper and giving you a toot to keep you moving.

Even if you find yourself slightly over the yellow box marking because something catches you out, you should still show restraint. A technical violation of a few inches will still allow other vehicles to use the junction unimpeded. But beware: some camera systems may still penalise you. That said, there is a world of difference between having your front wheels over the yellow paint and going the whole hog by just driving right into the middle.

There are no winners when the box junction system breaks down. So you should aim to be the driver who resets the equilibrium by setting a good example.

Have faith: the traffic will move again and your blood pressure will be a lot lower!

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## Turbo X PRICES ANNOUNCED

MPH 2007 will see the UK premiere of the Saab Turbo X, a driver-focused performance car that sets new standards for the brand. Initially launched at the Frankfurt Motor Show in September, Saab has announced that only 500 of these limited edition models will be sold in the UK and prices will start from just £32,495.

This model also marks the introduction of XWD, a cutting edge all-wheel drive system that sets performance standards competitors will seek to emulate.

With 400Nm of torque from its 280hp 2.8 V6 turbo engine, the Turbo X is the ultimate performance expression of the new Saab 9-3 range. Saab XWD features active management that

not only splits torque delivery between both axles, but also between the rear wheels. This responsive system delivers a level of driver involvement and dynamic chassis control never seen before from Saab.

Jonathan Nash, Managing Director of Saab Great Britain, said: "MPH is one of the high points of the automotive calendar and so it is fitting that we chose it for the debut of the Turbo X, which will undoubtedly be one of the talking points of the show."

Available in Saloon or SportWagon bodystyles, the order book for the Turbo X is now open and first customer deliveries are expected early next year.

## Lifestyle Accessories for Saab

Be it performance, entertainment or the great outdoors, the lifestyle aspirations of many Saab drivers are well catered for with the latest additions to the Swedish car manufacturer's range of accessories.

For the ultimate drive, Saab 9-3 and 9-5 owners can boost the power and torque of their cars by up to 30 per cent with a Hirsch Performance engine upgrade. Participating Saab dealers throughout the UK are currently offering

engine upgrades from £749.

With the Saab iPod kit, you can now enjoy all the CD quality music stored in your iPod through your car audio system.

Stored music is automatically played at the touch of a pre-set button, and your iPod sits neatly in a cradle attached to the fascia. Priced at just £199.95 including fitting, the Saab iPod kit will even recharge your iPod while connected so that it is ready to perform when you leave the car.

If you like to spend your weekends walking in the country, but do not want to spoil your carpets with muddy boots, the Saab Boot Mat is just the job. Made from rubber and designed to protect the luggage compartment from dirt, spillage and wear, it can be easily removed for cleaning. Prices start from £63.95. Full details of all Saab accessories are available from your nearest Saab dealer or online at [www.saab.co.uk](http://www.saab.co.uk)

# Saab wakes up dozy drivers

Saab's Driver Attention Warning System is a development project designed to counter two of the most common causes of road accidents: driver drowsiness; and inattention at the wheel. It alerts the driver by using a combination of text and voice messages, or vibrations in the seat cushion, as soon as the risk of drowsiness or inattention is detected.

Research has shown that not only are 20% of accidents caused by sleeplessness, but death tolls from sleep-related incidents are three times higher than other accidents, presumably because the drivers do not swerve or apply their brakes. More than 300 people in the UK a year are killed as a result of drivers falling asleep at the wheel. The Saab Driver Attention Warning System is designed to help reduce these figures.

Unlike other similar systems, the Driver Attention Warning System does not rely on measuring an erratic change in the steered direction of the vehicle. It is designed to detect the onset of drowsiness or inattention, rather than the immediate consequences.

It utilises two miniature infra-red cameras, one installed at the base of the driver's A-pillar and the other in the centre of the main fascia, which are focused on the driver's eyes. The image from the cameras is analysed by software that deploys a series of alerts when the pattern of eye-lid movement indicates the onset of drowsiness, or when the driver is not looking at the road ahead.

## Drowsiness Detection

The system measures the driver's rate of eye blinking. When the cameras detect a pattern of long duration eye-lid closures, indicating the potential onset of drowsiness, a series of three warnings is initiated.

In the first instance, a chime sounds and a text warning message 'Tired?' is displayed in the main instrument panel. If the driver's eye-lid movement does not immediately revert to a normal 'wide awake' pattern, a speech message 'You are tired' is then delivered through the car's audio system. If there is still no response, a stronger warning tone and the message, 'You are dangerously tired - stop as soon as it is safe to do so!' will come over the audio. This can only be cancelled when the driver presses a reset button in the fascia. The system is then immediately reactivated.

## Inattention Detection

The cameras are also able to monitor the driver's eyeball and head movement. As soon as the driver's gaze moves away from what is defined as the 'primary attention zone' - the central part of the windscreen in front of the driver - a timer starts counting.

If the driver's eyes and head do not return to the 'straight ahead' position within about two seconds, the driver's seat cushion will vibrate. This will stop once the position of the driver's eyes and head are consistent with the vehicle's direction of travel.

The processing of the infra-red image can also detect when the driver retains some peripheral vision of the road ahead such as while looking in the rear-view mirror, the door mirror or

turning a corner and will consequently allow a slightly longer time to elapse before activating the seat vibration.

## Real-life Safety

The Driver Attention Warning System is a logical extension of Saab's real-life safety philosophy. It takes account of what the driver actually does behind the wheel, rather than what he or she should be doing.

The system, installed in a Saab 9-3 SportWagon, is the work of the Human Vehicle Integration team at GME Engineering in Trollhättan, Sweden. It is part of a development programme, Intelligent Vehicle Safety Systems (IVSS), supported by the Swedish government and involving the national Road and Transport Research Institute (VTI).

"It is a fact that many drivers do not stop and get out of the car if they are feeling drowsy. So we are now trying to help drivers to help themselves," says Arne Näbo, head of the Human Vehicle Integration team, which specialises in driver ergonomics and managing the interface with in-car 'infotainment' systems for Saab cars.

"This system also helps prevent a dangerous habit we call 'cognitive capturing'. For example, the driver can become too absorbed in searching for a favourite CD, or programming presets into the radio".

## Testing

The Saab 9-3 SportWagon development car will now participate in an eight-month field trial programme supervised by the Road and Transport Research Institute in Sweden.

The car is fitted with a wireless GPRS 3G modem that will download data every minute to a web server at Linköping University, where the performance of the system will be analysed.

The trial is part of a development and validation process that could see the system becoming available in future Saab cars.



# CLUBSHOP

## SHOPNEWS

I am so pleased that the Shop Internet is up and running and many thanks to Toby for making it all possible. Apart from the initial small glitches, all seems to be working well. New stock pictures will be added as it all develops.

I haven't forgotten those Members who prefer to shop by post or on the telephone – as you see, new pictures again accompany this news - some courtesy of Robert again!

I am lucky in that I have a reasonably large house with a loft stretching from end to end, but sometimes there is a shortage of particular items which have to be ordered, (I am not in the Argos league for storage, but for regular items the suppliers are very co-operative and usually deliver promptly.

The question of umbrellas keeps cropping up and at the moment I have a small list of Members who would like them – so if any of you would let me know if you are interested in either the golf type or city size, I will then

have some idea of how many might be needed. I estimate that the prices would be around £17 and £10 respectively.

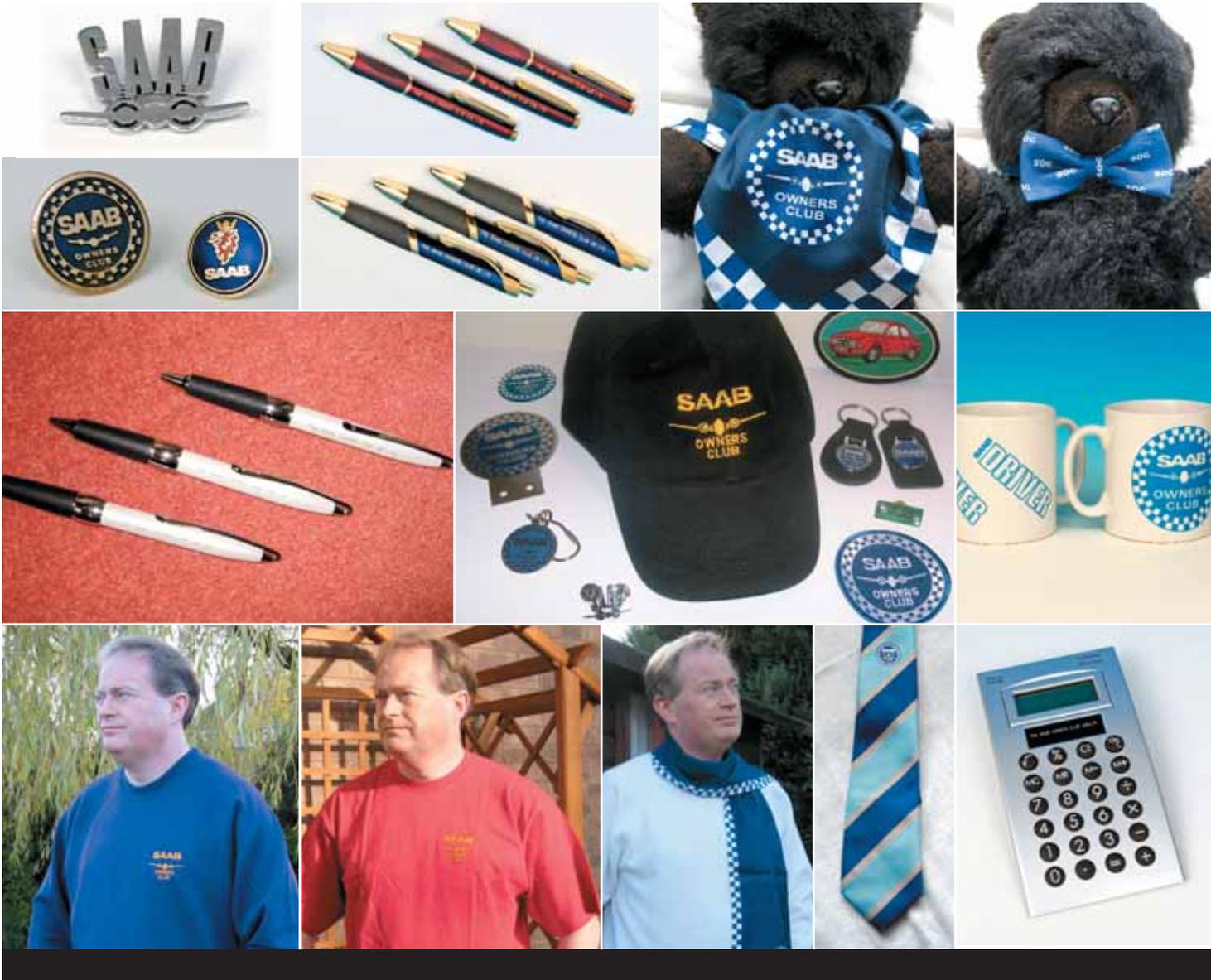
Lastly a moan – please can you make suggestions for items you would like to buy from your Shop. I have been really annoyed when a lot of time and effort is made to 'try to please' all tastes and pockets only to receive disparaging remarks. Since running the shop for the last four years I have had less than twenty suggestions!

One final point, I have from time to time quite recently received very friendly messages over the Internet requesting details of items for sale and for some reason my replies could not be delivered. Those of you who have not heard from me, please try again – maybe this time on the phone.

Best wishes for an enjoyable and healthy New Year.

Happy Shopping.

Molly





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### WE NEED YOUR NEWS

Don't forget, Saab 'Driver' is your magazine and we welcome submissions from you, the Members.

So let us have your comments, views and photographs.

Our next issue is due out in March 2008, and our editorial deadline is 18 January 2008.

All submissions should be sent in the first instance to:

The Editor, Dave Garnett,  
c/o Gorsey Field House, Birtle,  
Bury BL9 6UD  
secretary@saabclub.co.uk

Copy should be submitted either by e-mail or on CD or DVD, along with a hard copy for reference where possible. Photographs should be undamaged and of a good quality and, if supplied digitally, be of a high resolution for print, either 300dpi or taken at the highest resolution setting on your camera.

## Scottish Weekend 2008 Hetland Hall Hotel, Carrutherstown 28-30 March

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Cost remains unchanged at £111 per head, dinner, bed and breakfast for the weekend. Deposits of £10 each, payable to 'The Saab Owners Club of GB Ltd'.

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. There are several 'doggie' rooms also.

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## Wanted: Smaller Saab!

I am writing in answer to the letter in November/December 'Driver' from Dave Drake: "I've read loads of stuff about Saab bringing out a small car." I'm sure we all have, but the truth of the matter is that to make a small car profitable you need such a large volume that Saab could never hope to achieve it. I remember what a poor product their last small car was, luckily it was not on sale in the UK. (I'm talking about the Saab 600 not the 96 before thousands of letters arrive in 'Driver'). I think it is significant that the Saab 600 is the only model not in the museum at Trollhättan. It is obviously a period that they would like to forget.

The implication that Saab is in the same market sector as Ferrari, Porsche, or even Mercedes is ludicrous. I'm sure the brand is aimed more at the likes of BMW and Audi. I know that if I had the money and urge to buy a Ferrari there is no way that I would consider the Saab instead, as the cars are totally different.

Dave comments that "the cost of maintaining a 16-year-old car is rising annually", but so it is for all cars. Most of the big increase in expenditure running my 1993 900 and 1994 9000 are in petrol and the road tax. I replaced two tyres on my 900 last week and the cost was £6.95 cheaper than the same tyres from the same supplier on 31 May 2005, over three years ago. My costs are rising but certainly not to 'horrific levels' other than petrol.

I don't agree that the Club is for the 'elite hang the expense'

brigade. I do agree about 'love the image' but that all depends on what your 'image' is. My image of Saab is of a company that made solid safe cars in an era when this was not the norm, of a company that has fought hard to survive in an industry that has changed out of all recognition, and of a company that today builds good cars that are still individual even though they share components with other vehicles from the same stable.

If I could afford one I would go out tomorrow and buy a new 9-3, but I can't. But neither do I expect Saab to come down to my level by building a car especially for me. Saab have made the necessary decisions to survive in a changing market and so far their decisions have worked out quite well. The Saab name is still prominent in the car market when lots of others have vanished, cars are still made in Trollhättan unlike many other places in Britain which used to have large car factories. They have decided not to return to the small car market for the moment, but who knows what may happen in the future.

It annoys me when all people do is moan: 'there's too much GM in the new Saabs', 'the cars are not the same as they used to be'. They're not going to be the same, to survive in the modern world you need to move with the times. All things change, not always for the better, but change will always be there.

Keith Long

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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 NFP	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



## Mud, Glorious Mud!

I thought fellow readers of 'Driver' might be interested in the photograph above of my first car – a reminder that motoring used to be fun (and even Saabs can come unstuck when driven enthusiastically by novices). The picture, taken in 1973, recently came to light when my father-in-law was sorting through some old slides and shows a younger version of the writer slipping from embarrassment to frustration at the realisation that his pride and joy was not looking at its best. Being of a certain age, it was normal to take a short cut home from the fish shop (and sometimes the pub) along a green road – something of a private 'special stage'. This particular time the normally firm surface had suffered at the hands of heavy rain and farm traffic and despite best efforts, the combination of ruts and camber led to a slithering off. Fortunately there was no lasting damage – not even when a friendly tractor driver took pity, wrapped a length of chain around the back bumper and dragged the car half a mile to the main road. Those back bumpers were well attached!

In case you are wondering, the photograph was taken by a member of the recovery crew who arrived in a Volvo convinced it could go where Saabs feared to tread. The tractor pulled two Swedish cars from the ditch that day.

Derek Riley

## David's a real Record Breaker

With the 'recent' 'retirement' of the Two-Stroke registrar David Fielden, I would like to say let us all give him a standing ovation and a thunderous round of riotous applause for his 12+ (?) years of registering. His tenure must set some sort of Club record, at least in my semi-modern history as a Club Member. To Mr Fielden for his time, articles, and friendship, Thank you.

Ed Lorenz – Oneonta, NY USA

*Not quite a record, 9000 Register (Editor) did 15½ years! – Editor*

## 2-Stroke Mixture

The Owner's Handbook says: 'avoid fuels containing alcohol or benzole additives, which in combination with oil may actually damage the engine'. As a Two-Stroke owner, I shall have no alternative as the EU has decreed that all fuel must contain alcohol-related additives. What kind of damage were we being warned against and is there anything that can be done about it?

I have read that methanol and ethanol can be highly corrosive as well. I am thinking about my 96's lead-lined petrol tank, the alloys in the carburettor and all the soft parts quite apart from any possible effect on the Two-Stroke mixture.

Robert Hubbard



## The 9-5s in my life

I recall thinking that the 1960s Saabs were distinctly odd and I didn't like them, but the years bring maturity of thinking, at least in some ways!

First was a 9-5 2ltr lpt. It already had 92,000 on the clock, but it offered fast comfortable driving and a huge boot space, ideal for a self employed rep like me. Well, nearly. Because as many have pointed out, a diesel would have made more sense, but then, why does sense always have to be in the list of considerations?

I sold it on to a friend after three years of loyal service, the only fault as it went were those damn pixels! I tried all the DIY options without much success and then its new owner simply got in touch with Neo Brothers and the problem was solved and for a mere £85. I understand she has now done over 200,000 miles.

It was replaced by a 2.3ltr lpt se. I bought it from the same private owner. It also had 92,000 on it when I bought it. This one had extra power and a towbar, which has come in handy on occasions. It's now done 158,000 miles and is for sale, standing in my drive at present. A new turbo was a blow, (if you'll pardon the pun) and the direct ignition module died after I had only had it a week. I thought I had, 'bought a pup' as my dad used to say.

The big pull was that I knew the way my former colleague Brian looked after his cars, so a deal was easily concluded. Again, it offered comfort and amazingly, the same mpg despite the bigger engine. The depreciation is staggering, why is that, as these cars are great?

Now the latest is a 2.3ltr lpt 'Airflow' with 73,000. This one has some poke! Untuned it goes like, well, you know, that brown stuff off a shovel. Leather interior? The jury is out on that yet, feels cold in a morning!

Traction control and slightly stiffened suspension improve road holding by a margin. Thank goodness it has a sunroof! I have missed that for a few years and it along with ACC is something else I appreciate.

Do I like the 17" alloys and low profile rubber? Well, they are easier to clean! The thing steers like it's on rails as predicted by one of the other Members.

I plan to replace that ridiculous 'space saver wheel' that seems a wholly out of order thing by the makers to me.

Each one has been the same colour of Silver. Who cares? Although the Black one my son-in-law, Steve has, does 'look the business' (I've converted him from Mondeos!).

The question now is, do I sell the 'old' one or strip the turbo and the towbar off and clear the rest for spares?

If you haven't already guessed, I'm a Saab 9-5 nut (though I do rather like some of those 900 Turbos) and well and truly hooked on the marque.

# POSTBAG

Now I've asked Brian to buy a 9-3 diesel 'sport' (in Black) which with luck I'll get offered in about three years from now!

Excuse me folks, the sun has come out, the roads are dry, it's go out for a bash time!

John Howard

## Magna-Guard Oil Filter Magnets

We all know that we have to change our engine oil and filter, due to our oil turning from golden amber into that icky black mess after a few thousand miles.

This is due to the engine shedding minute particles of metal into the oil. The filter is designed to pass oil freely to ensure it provides adequate lubrication to the engine, so it is a bit of a compromise between the collection of the tiny particles and low restriction of flow, the latter always coming out the winner.

The normal filter traps microscopic particles down to 10 microns, anything smaller continues through the filter to perpetuate a chain reaction of wear.

In February 2007, while reading the *Professional Motor Mechanic* magazine, I came across a small article on a ceramic magnet that is designed to be fitted inside current spin-on oil filters and is capable of removing a majority of the remainder of the contaminant particles from 10 microns down to 0.5 microns.

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More details can be found from the USA manufacturer's website at: [www.magna-guard.com](http://www.magna-guard.com) and the USA distributors website at: [www.kleenlube.com](http://www.kleenlube.com)

The UK importer is Lodestar Management Services Limited, which stocks the full range of Magna-Guard magnets and also carries the 'All-in-one' lubricant/fluid diagnostic tests. For the moment the product can be ordered direct from them. Details of these and the other products are available at [www.veryusefulautomotive.bttradespace.com](http://www.veryusefulautomotive.bttradespace.com) The product has been around in the USA for a number of years and was voted 'Best New Product' of 1999 by Automotive Aftermarket, in February 2000, so has been well and truly tested by the vast US market, and duly passed the test of time.

Allen Timms

## Smaller Saab debate

Dave Drake's letter in the last edition of the 'Driver' certainly chimed with my thoughts as I have sought a vehicle with the same profile as he outlined. Having been the owner of Saabs since I started motoring it was my wish and intention to replace my ageing but sound 900 (R reg) with another trusty Swede, but given the needs of good space, better economy and high safety levels in a smaller package, I was beginning to despair at the

lack of possibilities within the current Saab model range, fantastic cars though they are. So last week in setting out on a Saturday morning to buy a pair of cycling gloves for my wife I ended up, on impulse (and I think good judgement) buying a four-year-old low mileage Audi A2. It so reminds me of the old V4 in terms of space utilisation and driving pleasure. Perhaps this is what Saab, for Dave's and my sake, should be designing and building instead of the fabulous, gullwinged sports car so heavily featured this past year.

I know that the Audi A2 is no longer made which suggests a lack of buyers, but I sense that with fuel costs steeply on the rise that cars of this ilk will become necessary additions to many ranges. Ford and Vauxhall already provide this type of model profile with good sales figures to justify inclusion in their ranges, so come on GM, give Saab its head and let them match the other big guns. I am waiting to trade in a good German compact anytime for such a Saab design.

My son now uses the 900 so having a Saab still in the family justifies my continued long service in the Club.

Thanks Dave for igniting a very valuable debate. Happy Saabing to you all.

John McCracken

## Get me to the church on time!

Proud to act as chauffeur to Ellanor (hope I've got that right!) on her wedding day. It was her dream to be driven to her own wedding in an old Saab. She was suitably chuffed, and I glad to have been part of her special day, and make her wish come true. The ceremony was superb, in gorgeous surroundings.

A donation will be made to the charity, the Babe Appeal, by her father, Phillip, for my services.

The bride looked absolutely stunning.

Chris Ivory

Chauffeur and gleaming wedding car



Proud dad and bride



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## 9-5 Aero knocking

I have a 2004 9-5 Aero Estate Automatic that I bought a few months ago from a Toyota dealer that had taken it in part exchange.

I wonder if from your experience you might be able to suggest the most likely causes of a knocking noise from the engine when under even a light load when hot, that I initially thought was pinking.

At the end of my journey to/from work when on 20/30mph limit roads after driving about 15 miles on a dual carriageway A road, there is a knocking sound at even the lightest touch on the accelerator even at say 15/20mph. There is often a low whining/moaning noise varying with engine speed as well. In cold weather the noise is not as pronounced as in warm weather and unfortunately it was very cold when I took it to a local Saab dealer that offered a free chat to the service department for SOC Members. When I took the technician for a drive he had difficulty hearing much noise but nevertheless put Tech2 on the car in the workshop which did not show any problems. A different DI unit was fitted and I drove the car again but it was no different.

I have also tried changing the spark plugs but to no effect.

I start to notice the noise about a mile after a cold start using ordinary unleaded petrol and after about two or three miles when using the higher octane unleaded, which is why I thought it was pinking. At this point it is not so loud or distinct and when on a main road is difficult to hear at all. When starting up, the engine often fires with a bit of a kick which my previous 9-5 (2.3lpt) did not but perhaps this is normal for an Aero?

My wife noticed the noise before I did so it is not just my hearing!

Jeff Dahlke

*I think the noise you experience is probably worn engine bearings and possibly a damaged piston caused by oil starvation.*

*The whining noise is a symptom of a blocked oil strainer caused by sludge in the sump, the sump needs removing and cleaning out and the main and big end bearings checking and replacing if worn which I am sure they will be.*

*I don't think the car should be used until this has been checked as more damage could be done due to low oil pressure.*

## Calibrate before balancing

As you know I have been having wheel balance and tracking issues with my 9-5, I have noticed that a few other Members have reported balance issues, mine at least seem to be cured, although my front tyres had reasonable tread on them they were not the same make and tread pattern so last week I had a new pair of contis fitted and had the tracking checked, what a difference, no balance problem and it tracks perfectly straight.

After 30 years in the motor trade this should not have surprised me but the difference was so great it did. However

after talking to an independent tyre equipment supplier I am not surprised that people have tyre problems, they reckon that over 40% of wheel balancers are not calibrated correctly and that a large number of tyre fitters either do not know how to use the equipment correctly or balance to a near enough figure, which could explain why despite having my wheels balanced twice the problem was still there, their advice is request that you be allowed to watch the tyres being fitted and balanced, ensure all old weights are removed before balancing and ensure the equipment shows zero non balance, if you still find a balance problem go back and request it be done again and ask when the machine was last recalibrated, it should be done regularly. As for tracking, mine had been checked twice but was still out after fitting the new tyres it was checked again and both wheels were out of alignment, it appears that there is a lot of equipment out there not set up correctly and not used properly, I hope this will help others with similar issues.

Robin O'Connor

*Thanks for the feedback.*

## Bad vibrations!

I don't suppose you've come across this problem before. 9-3 TiD 2.2 125 (120,000 miles) whilst under acceleration (1500 to 2500) there's a really loud, harsh vibration which fills the car. It seems to come from the engine bay in front of the driver, but there's nothing loose that I (or my garage) can find. I know of a 9-5 with the same engine that also has the problem. Strangely, it first appeared following a service, but it doesn't seem to be related. It's driving me crazy! Can you suggest anything?

Tom Lawrence

*On the 9-5 I have found it to be loose air filter box, it's mounted on rubber, these mountings break causing rattle/vibration, could also occur on a 9-3.*

## TECHTIP

### Applies to GM 900 and 9-3 models

Severe corrosion can occur where the front suspension strut is welded to the spring support, they can fracture here and to rectify will need a new suspension leg, next time you carry out an inspection, clean and de-rust this area and protect with some rust preventative, may avoid you having to buy a new strut.

# WHAT'S ON

## Ellie 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 Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for for **WHAT'S ON ONLY** in the March/April 2008 issue is 25th January 2008.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

## JANUARY 2008

**Thursday 3rd  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Tuesday 8th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Tuesday 8th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells  
Lane, Lathom, Ormskirk, L40 5TE.  
Meetings every second Monday of  
the month, from 7.00pm onwards.  
Tel: 01704 893157.

**Sunday 13th  
Lancashire Saab**  
APL open day.

**Tuesday 22nd  
North West Saab**  
Annual Dinner 8.00pm at Saints  
and Scholars, 694 Wilmslow Rd,  
Didsbury M20 2DN. No deposit  
required but contact Richard  
Elliott 01457 867878 to make a  
reservation.

**Friday 25th  
Durham Saab**  
Burn's Night, Red Lion, Boldon  
Time TBC. Organiser: Esme to  
liaise with Secretary.

## FEBRUARY 2008

**Tuesday 5th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 7th  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Sunday 10th  
Lancashire Saab**  
Rolling Road.

**Tuesday 12th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells  
Lane, Lathom, Ormskirk, L40 5TE.  
Meetings every second Monday  
of the month, from 7.00pm  
Tel: 01704 893157.

**Tuesday 26th  
North West Saab**  
AGM 8.00pm at Stratstone Saab  
Manchester.

## MARCH 2008

**Tuesday 4th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 6th  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Friday 28th-30th  
Scottish Weekend**  
Hetland Hall Hotel,  
Carrutherstown.  
Tel: 01236 752089. E-mail:  
[elizabethmills@tiscali.co.uk](mailto:elizabethmills@tiscali.co.uk)  
(See page 14 for details).

## APRIL 2008

**Tuesday 1st  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 3rd  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Friday 25th-27th  
Spring Weekend**  
The Valley Hotel, Ironbridge,  
Shropshire. Contact Jean &  
Bernard Crowhurst.  
Tel: 01952 254004.  
(See page 14 for more details).

**TBC  
Durham Saab**  
Krimo's Hartlepool. Time TBC.  
Organiser: Pamela to liaise with  
Secretary.

## MAY 2008

**Thursday 1st  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Tuesday 6th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Sunday 11th  
Cheshire, N. Shrops  
and Staffordshire Saab**  
Spares Day 2008 at RAF Cosford  
Museum. All monies raised will go  
to Charity, this year the funds will  
go to the RAF Museum and not  
to the Air Ambulance as with  
other years. For more information  
contact Martyn Ashcroft.

## JUNE 2008

**Tuesday 3rd  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 5th  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Saturday 14th  
North West Saab**  
The Peaks and Dales 2008 starts  
from Windy Harbour, Glossop.  
See page 14 for details.

## JULY 2008

**Tuesday 1st  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 3rd  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**TBC  
Durham Saab**  
Picnic at DLI Museum, Time TBC.  
Organiser: Selwyn to liaise with  
Secretary.

**TBC  
The National 2008**

## AUGUST 2008

**Tuesday 5th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Tuesday 5th-7th**  
Guided tour around western  
Latvia or guided tour around  
eastern Latvia.

**Thursday 7th  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm.

**Friday 8th-10th  
International Club Meeting**  
Mezrozes Camping, Cesis, Latvia.  
[www.intsaab2008.lv](http://www.intsaab2008.lv) also  
[www.niceplace.lv](http://www.niceplace.lv)

**TBC  
Durham Saab**  
BBQ Zelga and Peter. Time TBC.  
Organiser: Secretary.

## SEPTEMBER 2008

**Tuesday 2nd  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 4th  
East Anglia Saab**  
Chequers Inn, Low Road  
Diss, Norfolk, IP22 2AG  
Meeting at 7.30pm

## OCTOBER 2008

**Tuesday 7th  
West Midlands and  
Warwickshire Saab**  
Club night at the Stonebridge  
Pub at the junction A45/A452  
just one mile from Birmingham  
airport. Meeting starts at 7.30pm,  
for more info contact us at  
[wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Sunday 26th  
Durham Saab**  
AGM and Planning Meeting  
(venue TBC). Time TBC.  
Organiser: Secretary.

# NOTICEBOARD

## Sorry...

### forgot not everyone has crystal balls!

As some of you have kindly pointed out to us we forgot to give you our contact details to enable you to forward your deposits for the Spring Weekend at Ironbridge next year. Some of you took the opportunity to thrust money and cheques into our hands at the National event, for which we were most grateful.

We have extended the deposit deadline, but it is still very much first come first served, so don't leave it too late and miss your chance of what we hope will be another weekend of good cars, good food and good company.

#### **SPRING WEEKEND**

The Valley Hotel Ironbridge, Shropshire

25-26 April 2008

£63pp per night (Dinner/B&B)

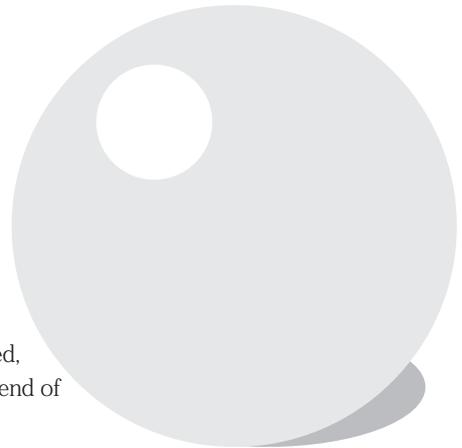
27 April 2008

£50pp (Dinner/B&B)

A non-refundable deposit of £10pp should be sent to us by 20 January, 2008.

Jean & Bernard Crowhurst, 17 Broomfield Road, Admaston, Telford, Shropshire, TF5 0AR.

Telephone: 01952 254004



## 15<sup>th</sup> Vale of Avalon Vintage Vehicle Informal Road Run

**Saturday, 7 June 2008** in aid of The Gurkha Welfare Trust

Start: South Esplanade, Burnham-on-Sea

Returning to Glastonbury for supper at the Glastonbury Football Club

Approximately 45 miles

To obtain an entry form contact: Daphne Stone

The Ranneys, 5 Ridgeway Gardens, Glastonbury, Somerset BA6 8ER.

# Tel: 01458 831147

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



All correspondence to:

Ellie Wilson

43 Towbury Close, Oakenshaw South, Redditch,  
Worcestershire, B98 7YZ

Tel: 01527 403596,

E-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net)

## Contacts

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

### CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

Chris Boffey  
66 Brereton Drive  
Nantwich  
Cheshire, CW5 6HF  
Tel: 01270 624659  
E: [sc.s.branch@ntlworld.com](mailto:sc.s.branch@ntlworld.com)  
[www.2csaabbranch.org](http://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  
Carlisle  
Cumbria, CA2 7NB  
Tel: 01228 537 838

### DURHAM SAAB

John Wood  
Dunvegan  
58 Thorndale  
Belmont  
Durham, DH12AH  
Tel: 0191 384 2461  
E: [soc.jwood@btopenworld.com](mailto:soc.jwood@btopenworld.com)

### EAST ANGLIA SAAB

Rachel Hillier  
Linnaeus  
Norwich Road  
Scole  
DISS  
Norfolk, IP21 4DY  
Tel: 01379 740 158  
E: [sootyaa@aol.com](mailto:sootyaa@aol.com)

### EAST MIDLANDS SAAB

Peter Briggs  
15 Brickenell Road  
Calverton  
Nottingham, NG14 6PL  
Tel: 0115 845 7283  
[www.eastmidlandssaab.co.uk](http://www.eastmidlandssaab.co.uk)  
E: [peter@eastmidlandssaab.co.uk](mailto: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](http://www.eastsussexsaab.co.uk)

### EBOR SAAB

Karl Moxon  
38 Queens Drive  
Cottingham  
East Yorkshire  
HU16 4EL  
Karl.Moxon.yu@pins.gsi.gov.uk  
01482 8471200

### FIFE AND TAYSIDE SAAB

Liz Robertson  
9 Fernhill Gardens  
Windygates  
Fife  
KY8 5DZ  
Tel: 01333 351 364  
E: [jackthesaab@hotmail.com](mailto:jackthesaab@hotmail.com)

### HAMPSHIRE & ISLE OF WIGHT SAAB

Richard D Sprinks  
2 Alverstone Cottage  
Alverstone Road  
Whippingham  
East Cowes  
Isle of Wight  
PO32 6NN  
Tel: 01983 880 084  
E: [ricky@starfishdesign.co.uk](mailto:ricky@starfishdesign.co.uk)

### LANCASHIRE SAAB

Neal Ashurst  
220 Ormskirk Road  
Pemberton  
WIGAN  
WN5 9DA  
Tel: 01942 709584

### NORTH WEST SAAB

Richard Elliott  
The Quorls  
9 Wheatcroft  
Hadfield  
Glossop  
SK13 2EN  
Tel: 01457 852 944  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk)

### SOUTH YORKSHIRE SAAB

Keith Long  
10 Byrne Close  
Barugh Green  
Barnsley  
South Yorkshire  
S75 1NS  
Tel: 01226 385 139

### SURREY & WEST SUSSEX SAAB

Michael Dey  
3 Bateson Way  
Sheerwater  
Woking  
Surrey  
GU21 5LD  
Tel: 07711 439 585  
E: [m.dey@btinternet.com](mailto:m.dey@btinternet.com)

### THAMES VALLEY SAAB

Alan Pattern  
Green Meadow Cottage  
Stoney Lane  
Ashmore Green  
THATCHAM, RG18 9HD  
Tel: 01635 868478  
E: [thamesvalley\\_saab@amserve.com](mailto:thamesvalley_saab@amserve.com)

### WESSEX SAAB

Nigel Bailey  
12 Oakdene Close  
Wimborne  
Dorset  
Tel: 01202 886 888  
E: [nhbailey@btinternet.com](mailto:nhbailey@btinternet.com)

### WEST MIDS & WARWICKSHIRE SAAB

Rob Gray  
36 Kenilworth Crescent  
Walsall, WS2 7RE  
E: [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk)  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk)

I hope you all had a fantastic Christmas and here I am wishing you all a fantastic New Year.

Well, in the last edition of the 'Driver' I promised to let you know about the Ebor Group day out... well it was fantastic, I met up with Dave Ross and Greg Styles at the M42 services for 7.30am, then in a steady convoy of two Saab 96V4s and a really smart 1984 Saab 99L we set off. We arrived at the York Show ground at around 10am (after stopping for breakfast), as we were so keen we were the first on site. We parked our cars and slowly but surely the stand swelled to a total of 15 cars on display, the Ebor Group as with most other Groups, has a very varied type of Saab collection, from the 96, up to a very smart Vigen, and everything in between, keep it up Ebor. I was also informed that the Cheshire Group attended the event last year, if you intend to go this year please let me know, as I will be definitely going again.

November saw the National Classic Motor show at the NEC in Birmingham, it was great to see so many Groups/Members attend... bit of a roll call... thanks to The GWS Group, WMWSOC, Cheshire Group, East Midlands Group, South Yorkshire Group, Northwest Group, and many other representatives from all the other Groups, the shop was virtually sold out thanks to Sue Long, Leslie Viggars, Elaine White, and Janet Turner, well done ladies, even I bought some bargains. The stand was very busy all day and we had a lot of new Members join up, even from overseas. The cars on display were Pete Briggs' Sonnett, Ellie Wilson's 96, Sue and Keith's 900 convertible, Dave Ross's 99 and a new 93 Aero on loan from the local Saab dealer, Concept Saab Coventry, thank you to all.

That leads me nicely onto another event that happened in November, as one good turn deserves another, Concept Saab in Coventry had their opening night on 17 November they asked if we could supply a couple of older cars to display in their new showrooms. We supplied two cars, but the only problem was, a lot of the newer Saab drivers were so impressed with the heritage of the 99 and 96 they spent an equal amount of time with the older cars as they did with the brand new 9-3 Aero! Picture shown opposite, unfortunately the lovely new Aero is just out of vision!

This year we will hopefully see an increase in Local Group Members as the National Club is currently targeting over 5,000 Saab drivers, this is a specific group who are not currently Members. Mail shots will contain information about the National Club and Local Group events, which should then benefit us all. If you need Membership forms or back issues of the 'Driver' for your Group, I have obtained a couple of boxes of magazines, so please get in touch.

By the time this edition of 'Driver' arrives I will have visited the East Anglia Group, don't worry I will let you all know what they are up to after the event.

Well done ALL at the Lancashire Group, and happy first birthday. The relaunched/reformed Group has been up and running successfully for a year now, and while I have visited them on a club night, I have yet to attend one of their many events... (give us some dates).

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

Stephen Trigg, 18 Cleveland Avenue, Laycott, Derby, DE72 3NR - Tel: 01332 872302  
Regional Groups Co-ordinator: Ellie Wilson

43 Towbury Close, Oakenshaw South, Redditch, Worcestershire, B98 7YZ - Tel: 01527 403596  
e-mail: [branches@saabclub.co.uk](mailto:branches@saabclub.co.uk)

Finally, I need all events you have planned for the coming year so we can swell the Diary, the earlier you get them in, then visitors/Members can plan for them and hopefully attend, so come on put pen to paper, mouse to mat or even give me a call and I will write it up! Now you have no excuse.

Have a Happy New Year.

Ellie Wilson



# Happy Birthday Lancashire!

It has been a year now, since the rebirth of the Lancashire Group of the Saab Owners Club, and looking back we have done quite a lot over the last 12 months

It all started at the 2006 National, when myself, Steve Alty and David Vivyan met up in person for the first time. After a few beers whilst perched in the boot of my 9-5 (yes, really!). We decided that it was time to put all the chat of the past few months into action, and pick a date for the relaunch. It was well advertised on UKSaabs, and also on Saabscene (which we have realised now gets very little response regarding the posts but it is still an advert for the Club meets). We were astounded at the interest, and we managed an attendance well into the double figures, which was far greater than anyone expected for a first meet.

From this initial meeting, we tried to keep the momentum and interest going, and kept information coming thick and fast for future meetings. We also managed to get interest for a Rolling Road Day, and also to promote ourselves with APL, a popular local independent and Maptun specialist. APL kindly offered to open their doors for a day, and show us a few of their tweaked motors. They proved to be superb hosts, and our friendship with them has grown as the year has gone on, with much support, including financial, for which we are very grateful. I think the involvement of APL has helped to spread the Group word too, as every car they sell now comes with SOC Membership, plus they actively advertise the Group on the premises.

The Rolling Road proved very popular, although the weather didn't. On the plus side, all that cold air can only help with BHP figures in my book! This kind of event was a first for a lot of Members, including myself, and provided some very interesting information to take away and use to tweak or improve the running of our cars.

Once spring had arrived, we started to plan for the warmer months, which included a day out at the Chipping Steam Fair, a notable presence at the National, and some other informal meets with some of our Yorkshire comrades, most notable at the Sculpture Park near Wakefield. It was a full day event, a very nice walk in the YSP, followed by a brisk drive over to a little social club for luncheon, then another brisk drive trying to keep in convoy up to Castle Hill overlooking Huddersfield. It was a chance for a day out and also to meet up with some other very enthusiastic Saab drivers.

Myself and Steve ventured down to Castle Combe in May, to

a Track Day event, which was advertised on the UKSaabs website, and the Saab presence being organised by Nev Carr (cheers Nev!). Castle Combe proved to be a brilliant weekend, and not only on the track as Track Day virgins! A superb day, loads to see and do. If the next National gets the go ahead there, it will be a great weekend, having a play on the track. We travelled down on the Friday afternoon, had a very sociable meeting with Nev and a few other UKSaabers in the evening, and all day Saturday at the Castle Combe circuit. Saturday evening was more socialising and some great chats about the day's events. What a weekend, very tiring but brilliant!

Chipping Steam Fair was an excellent day out, the weather was good, and lots of people joined us for a wander around some vintage machinery, stalls, and attractions and for a few lucky people, a ride in a helicopter! We had quite an impressive convoy of Saabs from our meeting point to the showground, via a little stop-off at a Member's house for some rather wonderful food and drink, Graham's hospitality was fabulous! We are already planning to have a stand at the 2008 fair, which is actually over three days, and hope to involve some third parties to really make it a cracking weekend. I believe that camping may be in order for this one too, to enable us to sample the landlords' finest brews.

We wanted to make our first National a good one, so we planned and planned, and hopefully managed a pretty good job for our first attempt, despite that awful weather. We were pleased with the spot that we had, and the number of cars displayed. In fact, I don't really recall any other Group stand, with the exception of the WMWSOC who were the organising Group. We generated quite a lot of interest, especially on the Saturday, with many visitors, many who I knew from the UKSaabs forum, but had never met. It was quite hard work over the weekend, with the weather not helping one bit, but overall we had a wonderful experience, and even managed to acquire a SOC banner to help advertise our Group in the future. We even had one of our Group win a Saab 9000 'Best in Class' category, for the second successive year, well done Steve!

Some of our Members joined Gabi on her 'Saab 60th Anniversary Glossop Run' at the beginning of September which was advertised in the 'Driver' and on UKSaabs. We drove from Glossop to Castleton on some very windy roads, lots of fun!

# AROUND THE UK



Castleton village was a nice surprise, something of a hidden treasure. It also showed it had a lot to offer as a day trip out. Something well worth going along to next year.

Towards the end of the year, we had lined up a visit to the local Commercial Vehicle Museum in Leyland, plus the chance to attend the new 9-3 launch at Wilsons in Bolton.

Wilsons had invited Group Members to the launch of this new model. An invitation-only exclusive new car preview, this new 9-3 wasn't for sale until the following month. This event found Ian Thomas doing the write-up and a very good job he did of it, it was mentioned in the last issue of 'Driver'. Looks like we may have found the official LSOC roving reporter.

The Commercial Vehicle Museum proved to be a popular one, as it was just off the M6, and being the last weekend before it closed for winter, had some extra attractions lined up. From 1970's fire engines to the original 'Pope mobile' from his UK visit back in the 1980s, there was something to interest everyone. The old steam engine that is housed in the museum was very impressive, with the rear wheel being taller than me! Again, after some discussion, this might be an event we will attend next year, possibly with a stand to show Saabs through the years.

As I write this, we are looking forward to our December meet, and this year the Christmas meal, which has proved to be extremely popular so far. I wonder if Santa will pop along to the meet? We shall see!

So, that's our first year, a big learning curve, but at least it is curving in the right direction! We regularly get new people every month; in fact, I cannot remember a month without a new face coming along. We now have everything needed, and the enthusiasm from our Members to carry on flying the Swedish flag. I would like to thank everyone who has supported us over the last 12 months, and also for the support from our good friends at APL, Ken and Nigel. It's you, the Members who make it all happen, so keep coming along, and keep making it happen. Plans for the coming year include another Rolling Road, the Chipping Steam Fair, another good presence at the 2008 National at Castle Combe, plus a few more impromptu days out. I also feel an inter-Group challenge being set at some point, so watch this space Group Members!

Happy Birthday Lancashire Saab!

Neal and Steve

## EMS 25 Years of Saab Enthusiasm!

Not many Groups reach the 25-year landmark, so when the East Midland Group reached this anniversary it was time for a celebration and also to look back on the many events that had taken place over the last quarter of a decade.

The celebration took place at the Ramada Hotel Bewdley, but some of us, met up enroute at Cosford Air Museum, with four two-Strokes present it was obviously a good excuse to get the old cars out! On arrival at Bewdley it was good to see our distant Members in the shape of Roger and Rosemary down from Anglesey and Sue and Tony up from the Isle of Wight as well as our youngest recruit Miss Jorja Ellis with her mum and dad (with another two-Stroke!). The evening was spent eating and drinking, something all in EMS are very skilled at. The founding Members, Neil and Jenny Ryder with Bill and Anne Chesterton were presented with mementos to commemorate 25 years with the Group. Steve Trigg was awarded a Trophy for his newly-painted 96 Bullnose, a tribute to Steve and the previous owner and EMS Member Wally Glander. Hillary Phillpot read out a message from Eric Carlsson congratulating the branch on its 25 years, Eric was due to attend the event but Pat had been taken into hospital with an eye problem so obviously he wished to be with her. Socialising and chat continued well after midnight and in some cases well after that.

Everyone was up in plenty of time for the customary photo call at the front of the hotel, first cars then people. After that some of us joined the classic car show at Bewdley station on the Severn Valley Railway. We had not booked but the sight of four Stroker's was enough to get us on display! The last stop of the weekend was at The Museum of Transport at Wythall, here we had booked to display the cars but we had spent too much time at the station that by the time we arrived most cars had left! So it was a memorable weekend, thanks to Steve and Frances Trigg for all the arrangements and roll on the 50th celebrations. I will be 78 then, others will be a lot more if they are still around!

Peter Briggs



## Latest news from your Travel Club

I think everybody deserves a holiday to look forward to! So, better get organised and have that holiday you said you would. 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, wildlife or the landscape; 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!

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Don't forget if you have a friend or a family member who would also enjoy the benefits of membership of the SOC Travel Club please pass on their basic contact details to membership@mytravelclub.co.uk and we will enrol them FREE.

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Bob Featherstone

# Viva España

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# The Practical Performance Car £999 Challenge

PPC is a relatively recent magazine; many of the editorial staff and contributors are ex-*Practical Classics* magazine, but the emphasis is on getting the maximum out of old cars of all ages. The editor drives a 1975 Rolls Royce acquired from salvage and now fitted with a turbo, his deputy fitted a Ford V8 into a Capri, the technical adviser has put a V12 Meteor tank engine into a Rover SD1 (it took 12 years and two wives, he says). You probably get the drift – it is the most entertaining and alternative publication, and the only national motoring magazine to which I subscribe. It is also one of the few motoring magazines to be increasing its circulation – there is clearly a demand from teenagers of all ages.

The PPC £999 Challenge was launched a few months ago. Bring any car that had cost less than that sum and take part in a slalom and drag race competition at York Raceway on Saturday, 13 October. The car had to be road legal so MOT and tax, road tyres and exhaust.

As I had recently acquired a 1990 Saab 900 turbo for a bottle of whiskey, this was clearly a candidate. Phil, the previous owner, had stripped out the interior, etc, to use it as a track car, but it would not run properly under load and even the rolling road man could not diagnose the fault. Phil was going to scrap it, but knowing that I have a Saab 900 (and had encouraged him to buy that car!) he thought I might like it for the bits. Hence, the bottle of whiskey. Subsequent costs may have vindicated his original intention.

Having driven the car home at low power, I then discovered that it was very rusty. Fibreglass would patch the holes in the doors and floor, but the MOT man produced a sheet of red print and it had to go to the local blacksmith for chassis welding – £470. It needed two tyres – I decided good ones, so Yokohamas for £180. The poor running was cured after I inspected what was fitted and made two telephone calls to people who knew: the shiny new Bosch spark plugs should be NGK – another £20, and it went like a rocket. I took it to David Greenwood at Saabflight near Eastbourne ([www.saabflight.co.uk](http://www.saabflight.co.uk)) who knows about fast Saabs; he advised against any further modification. We tried it out at our Track Day at Snetterton on 27 September and it ran well all day.

On 13 October we left Sussex at 05.45am and drove it to York

Raceway – a really rundown disused airfield near Hull – arriving on the dot of 10am. About 30 cars had gathered, most of them about 15 years old. Some were like ours – fairly standard cars that had been rescued, others were more 'PPC machines' with modified bits and tales of late night engine changes. After the scrutineering we took every loose item out of the car and gathered for a group photograph, which you may see in the December issue. Then it was slalom time.

The timing system at a drag race is operated by the wheels cutting a very low beam. Two yellow lights show the car is in the correct position, then ambers and greens mean go. The slalom course was not very clearly laid out, but after additional cones had been added it was easier and by the third run Heather and I had the correct gear, used no brakes and were going well. The lighter cars were more nimble and quicker.

After lunch it was drag races. I was one of the first runners. The lights changed, foot hard down. Wheelspin in first, wheelspin in second, bogged down in third – pathetic result. I brought the car back for Heather and took air out of the front tyres. It could only get better.

We soon got the hang of it and it was great fun, particularly when the car in the adjacent lane was of similar performance. I had two terrific tussles with a Nissan 300ZX, which I could beat initially, but he would catch me towards the end of the quarter-mile and we were neck-and-neck at the line.

Cars started breaking, but the Saab kept going; the return route from the end of the dragstrip was about a mile, so it had some cooling but then we would change drivers and go out again without a pause. Eventually, the clutch started smoking, so we stopped; the car had to get us 250 miles home – and it did.

We received the results a day later. On the slalom we were 10th out of 17 finishers; in the drag races we were 6th out of 16 finishers – our best was 15.52 seconds, 88mph terminal speed. I think Heather was quicker, we muddled up the paperwork but then she is lighter (and quicker). Good old Saab.

Keep an eye out for *Practical Performance Car*; the Challenge will be repeated and the magazine is a great read anyway.

C Darwin

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# Neo Brothers Saab Powered Grinnall

During one of our visits to the salvage car auctions we came across a rear-end fire-damaged Grinnall Scorpion IV. After a quick call back to the garage to find out the stats on the car it was an almost immediate unanimous decision to adopt the wounded vehicle and give it a transplant.

**“AS SOON AS THE VEHICLE LANDED ON SITE, WORK WAS UNDERWAY. WE BEGAN BY REMOVING THE ENGINE AND GEARBOX AND THEN STRIPPED DOWN ALL THE BURNT COMPONENTS AND WIRING LOOM. MEANWHILE A COMPLETE OVERHAUL, LIGHTENING AND REBUILDING CAMPAIGN BEGAN ON A B234R ENGINE.”**

Upon further research we uncovered that the Grinnall is a racetrack prepared, ultra light super-stiff space-frame chassis onto which is bonded a composite body shell. The car comes with an Audi TT 1.8T engine which, as standard offered amazing performance figures; reaching 0-62mph in 3.7 seconds and 0-100mph in 7.9 seconds, this is enough to challenge most modern-day super cars. The car's dry weight is 690kg, giving the car a power to weight ratio of 325bhp/tonne.

With the above figures in mind and wanting to enhance these further, we have decided to push the car's limit and indeed our research and development skills to their boundaries. After learning the immense capabilities and reliability of the B234R engine (as confirmed in the Euro Enduro and Modball race car capable of 420BHP), we agreed that this would be the perfect candidate for the transplant engine.



As soon as the vehicle landed on site, work was underway. We began by removing the engine and gearbox and then stripped down all the burnt components and wiring loom. Meanwhile a complete overhaul, lightening and rebuilding campaign began on a B234R engine. We plan on basing the engine on the Race Engine that was fitted in the Euro Enduro winner 9-3. The engine produced an impressive 420BHP with 528Nm torque. This translated into our super light chassis should equate to around 600BHP per tonne, more than a Bugatti Veyron (530BHP per tonne) and a McLaren F1 (550BHP per tonne)!

Our first major hurdle materialised when we realised that due to the way the selector worked on a Saab gearbox, and of course the situation of the gearbox in relation to the gear lever, we had to fabricate and customise a suitable alternative. This was resolved by having a custom gearbox made which incorporated a 9-3 SS gearbox casing.

With the major engine auxiliaries such as manifolds and turbo fitted and also the gearbox, we sized the engine up to the 'engine bay' area. Because the Saab engine and gearbox are totally different from the original lump that was intended for

the vehicle, we had to remove the old engine and gearbox mounts, along with the burnt bushes, and again fabricate new alternatives. The mounts were formed from mild steel and the bushes were created from solid polyurethane rods, which were lathed to the correct size. We had to cut, re-weld and strengthen the chassis in order to accommodate the larger engine and gearbox.

As it stands now, the engine and gearbox are currently mounted in its final position and plans are underway for the next stages. Next on the agenda are bespoke driveshafts and a brand new purpose-made wiring loom. We will be posting an issue-by-issue log in 'Driver' and a weekly record of our progress on our website [www.neobrothers.co.uk](http://www.neobrothers.co.uk) under the projects category.

During 2008 upon vehicle completion, we plan not only to visit numerous Track Days and Saab Events, but also represent the Shooting Star Trust Fund in a charity fundraiser event. We would greatly value future support and would also like to thank all previous supporters of our previous fundraiser events: Ben Nevis Ascent, The Euro Enduro and Modball Rally.



# Home Sweet Motorhome

At the Saabfestival 2007, some of you may have noticed a very special Saab-based motorhome parked just in front of the Saab Car Museum. Owner is Claes Johansson, motor journalist and a qualified Saabnut. When Claes bought the Saab motorhome, based on a Saab 95 V4, it was revealed that there was a predecessor: a motorhome based on a Saab 92 from 1953!

**“ON A BEAUTIFUL WINTER WEEKEND THE BEGINNING OF NOVEMBER THE RESCUE OPERATION STARTED. AS MANY AS 20 VOLUNTEERS MET UP IN SÄTER, AND OF COURSE CLAES ARRIVED IN HIS MOTORHOME, KNOWN BY ITS NICKNAME ‘LITTLE BROTHER’.”**

In 1963 the owner of Biltjänst in Ramsele, Torsten Johannesson, got a brilliant idea. There are caravans, and there are cars. Why not combine the best of two worlds and build a Saab motorhome?

Assisted by his son Anders, Torsten went from idea to action. He started with a Saab 92. It is likely that the FWD with good traction and the absence of drive shaft and a bulky rear axle gave a good opportunity to make the most of the relatively small vehicle.

Drive train, chassis, steering and instruments were taken from a used Saab 92. As you are all well aware, the 28bhp from a Saab 92 may not be the most powerful installation.

This fact, in combination with a fairly high front axle load, caused the vehicle to fail the very first MOT. This caused the vehicle to be placed as a minor cabin in the woods in the county of Dalarna, not far from Säter. The wheels were removed, and the rest longing for better times.

However, based on the experience from the first car, a new motorhome was constructed. It was based on a Saab 95 with a 40bhp Two-Stroke engine, which was later replaced with a four-stroke 1500cc V4. The vehicle attracted a lot of attention when it was launched. Saab showed interest in the product, but decided



not to take part. Maybe they saw it as a competitor to their own Saabo Caravan. The V4 motorhome was used for a couple of years, but eventually it ended up in a barn. Several years later it was up for sale on the Internet and Claes Johansson bought it.

As already mentioned, Claes was informed that there was a 'Big brother', namely our Saab 92.

Claes dropped a note on Svenska Saabklubbens Internet site, with the hope that someone, somewhere would be interested in saving the big brother, but there was no response. A month later he dropped another note, and eventually, a few people started to react. After some discussions a Group was formed, and the aim was clear. This Saab 92 motor home must be saved and restored to its original condition and specification again.

On a beautiful winter weekend at the beginning of November the rescue operation started. As many as 20 volunteers met up in Säter, and of course Claes arrived in his motorhome, known by its nickname 'little brother'.

The Saab 92 motorhome was a really sad sight when we approached it. After some tinkering with the brakes and steering, and clearing of the interior, the vehicle was ready for salvaging with an excavator loader. It was a true pleasure watching the driver zigzagging between the trees from the resting place and

out to the road again after more than 40 years in the forest.

We have finished the first step, the salvage, and we are now in the fundraising and planning stage of this project. The restoration itself will start as soon as possible.

We have formed a club solely dedicated to the restoration of this unique vehicle, and our aim is to have the vehicle back in its original and roadworthy condition by the summer of 2009. The body is a complete mess, as it was damaged by a forestry machine a couple of years ago, and after that it was said by the locals, the deterioration accelerated. However, the remains can be used as templates. The mechanical parts seem to be in a very decent condition.

Recently, Lars Olofsson in Östersund, responsible for the restoration, cranked the engine for the first time in over 40 years, and behold, it started and sounded as only a Saab 92 engine can. Lovely!

Please visit our new webpage at [www.saab92h.se](http://www.saab92h.se) and watch how the restoration develops.

Thank you for your attention, Best regards,

**Martin Bergstrand**  
Chairman of "Föreningen Saab 92H"  
Former chairman Svenska Saabklubben



# Lancashire Saabs Trip Down Memory Lane

On Sunday, 23 September, we started bright and early. A group of diehard Lancashire Saabists went on a 'Jolly Boys Outing' to the British Commercial Vehicle Museum in Leyland, Lancashire.

The museum was hosting its annual Autumn Transport Show, where not only was the museum open, but they had opened up the car park opposite to private exhibits. This drew vintage bikes, trikes, cars, vans, buses and lorries of all shapes and sizes from far and wide. The museum itself is a compelling history of one of the largest manufacturing industries in Britain, and many towns in Britain have become synonymous with industries – Coventry with the car, Stoke with pottery, St Helens with glass and Leyland is no exception when it comes to trucks and buses.

In the UK there are over a million people employed in the transport industry, and trucks contribute to around 98% of goods carried as well as over five million people carried by passenger transport daily. The British Commercial Vehicle Museum is dedicated to the history and preservation of the road transport industry.

There were the usual faces plus a few new ones, which was nice to see. Everyone gathered on the rear car park except Rod who thought he'd be part of the exhibits (both he and his car didn't look out of place!). After a good chat and the usual exchange of technical knowledge, hunger got the better of us all. With that, it was a quick round up of the troops and a forced march to rescue Rod before making a final assault on the unguarded burger van. Tea and coffee was courtesy of Steve Alty, which was very kind of him, even though he forgot to stir the cups. It was also time to fuel up on the obligatory Sunday morning bacon butties.

We started off looking at the private exhibits outside first (which turned out to be the best idea due to the weather later on), and at our own pace mooched round enjoying what lay ahead. The first vehicle that we came across was an old 1960 Beardmore taxi that was still in the process of being restored. The engine was the original Perkins diesel that had covered over 900,000 miles. It was at this point that the group spilt into their own little sub-groups.

Some of the vehicles were superb, especially the old cars which included a good selection of Morris Minors and E-Type Jags, along with an old Singer, Austin 6 and A10. Triumph was well represented with some fine looking TR3s, 4s and 6s as well as a brace of Stags. MG and Sunbeam were on display along with the Ford Owners Club with an array of Granadas and Cortinas. These were ably guarded by the boys in blue, namely a Vauxhall Viva and Morris Minor panda cars that have made numerous starring roles

in *Heartbeat* and *Life on Mars* to name but a few. There were three Green Goddesses on display, all of which were immaculate. Buses and lorries of all shapes sizes and manufactures lined the majority of the car park, some fully restored, some only partially restored and one or two in desperate need of work to be started. But they all had one thing in common, they turned up and were on display for all to see.

After having a good look at the outside exhibits we slowly made our way into the museum. Paying a small admission fee and buying a reasonably priced programme, we entered the museum through an old 1960's turnstyle and headed up to the elevated displays. The main attraction in this area was an 1896 horse-drawn bus built for the Edinburgh and District Tramway Co Ltd (I wouldn't like to have sat on the top deck). There were engines of all shapes and sizes for you to cast your eyes over: four cylinders, six cylinders with and without turbo, and a 1968 Leyland gas turbine paraffin engine that had twin glass ceramic regenerative heat exchangers.

From the raised area we dropped down to ground level to be greeted by a 1905 B6 Fowler Showman's traction engine. There was only one of the Lancs lads who remembered this machine working, but I won't mention his name, will I Steve Alty? At this point we were joined by Big John from Alty's (Saab indie) of Preston and his wife and grandkids amid Neal receiving Ducky Poos texts (but that's another story). The vehicles then started to come down in age and amongst the first lot of trucks was a 1913 McCurd five ton van in the Tate sugar livery, a 1921 Ford model T van, a 1918 Leyland steam lorry, a 1922 Foden six ton steam lorry and a 1919 Leyland RAF Type (so named as they were built to the war office specifications and for which the government provided a subsidy towards the purchase price. Companies buying these vehicles had to make them available in times of war).

Along the far wall was a group of six buses and coaches both single and double decked from the 1950s and 1960s. In front of them were three old fire engines from the 1920s and 1930s, which included a 1921 Leyland and a 1938 Merryweather, both of which wouldn't have looked out of place in the old children's classic Trumpton. The only thing missing was Pugh, Pugh, Bernie, McGrew, Cuthbert, Dibble and Grubb. But these were elsewhere looking at the exhibits. In the far corner of the display was a small cinema area with a television and a film projector. On the small screen was a video from an old truck rally. There was also an old 1960's/1970's greasy spoon truckers



café straight out of the set of *Heartbeat* where you could get light refreshments (but at today's prices).

From there it was the final leg of the museum which started with an old 1942 Morris Z post office telephones van which was alongside an old red telephone box complete with 1940's telephone. Neal aka jimmy\_wynn tried his hardest but still came out of the phone box with his underwear inside his trousers. There were numerous trucks from days gone by leading towards the end of the display which culminated in the 1982 Pope Mobile. Officially known as the 'Special Papal Transport', this was constructed from a Leyland Constructor chassis, and built for the 1982 British visit of Pope John Paul.

In all, the British Commercial Vehicle Museum is well worth a visit if you're in the area and have a spare hour or two. By holding the Autumn Transport Show, it allowed vehicles old and new to be seen in one place by the public of all ages, many of whom would not set eyes on some of the vehicles that had been lovingly restored to their former glory. It was not only a credit to the British transport industry, but also to the men and women whose dedication keeps these fine examples of British motor vehicles alive.

Ian Thomas (tommo2105)

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# 9-5 Aero Hirsch Performance

A few weeks ago I was given the opportunity to take a top specification fully Hirsched 9-5 Aero on an extended test drive over a weekend, to evaluate the car and provide a write-up for the 'Driver'. I think it took me all of two nanoseconds to agree to this! It was actually a very interesting opportunity as I have just upgraded my own car with after-market tweaks to a similar performance level, so it would make a useful comparison. I was also considering the Hirsch suspension for my car, so this would give me a chance to see what it was like to live with day to day. I arranged a business trip to Hertfordshire on a Friday so I could pick the car up from *Squire Furneaux* in Welwyn to begin the long haul up the A1 in the usual Friday afternoon nightmare traffic.

Initial impressions? Definitely more urge than a standard Aero, and a comfortable ride that was just firm enough to make you realise this was probably going to cope well with some twisty bits. Steering is very precise and chassis control excellent with no compromise in ride comfort. The engine modifications are totally seamless, the exhaust note is muted but still noticeable, and in fact it feels like a standard car, only better.

On the dual carriageway, the Hirsch car dispensed with slower traffic very easily, the acceleration in top gear was so good there was no need to use fourth when the

traffic slowed below 60. In fact I shot up the slip road onto the A1 so quickly that a policeman following me obviously thought I must have been speeding as he caught me up and pegged my speed for some time before dashing off (cruise was set to bang on 70, I knew he was there!).

The queues at the Black Cat roundabout were the first sign of the traffic getting to its typical Friday night state, so I took the opportunity to divert onto the B645 and B660 from St Neots to Kimbolton, and back to the A1 at Norman Cross, just south of Peterborough. This is a fabulous road, first introduced to me by SOC Member Will Cocks. On a clear afternoon with very little traffic, the excellent visibility and clear sight lines through bends allow you to explore the capabilities of your car in relative safety. The Hirsch Aero was right at home here, controlling the body over the bumps and dips in this typical British B-road surface, but still with the direct 'pointiness' and adjustability of steering you want from a driver's car. My own car would have floundered on some of the surfaces and would have wallowed through some of the bends with too much understeer. I was impressed.

Performance was excellent, noticeably quicker than standard, immediate throttle response and no loss of performance due to heat soak if you make several high speed acceleration runs back to back, eg between corners on these fast winding roads. This is

where the standard IC would start to become saturated and lose efficiency, resulting in a loss of performance as the ECU adapts to the lower density air.

The brakes were just as impressive, if not more so. No signs of fade, just incredible smooth stopping power time after time, even when wiping off 30-50mph several times in a matter of minutes.

The ESP seems less intrusive than on my M03 car, whether it intervenes less because the chassis is more capable or because it is better tuned than the earlier cars I do not know, but it was noticeably improved.

## So what spec is the car?

- 2007 9-5 Aero saloon, manual, in metallic black with black/parchment trim.
- **Engine:** Hirsch Step 2 revised airbox, larger downpipe and race catalyst, cat-back twin pipe stainless steel exhaust, high pressure FPR, larger intercooler, revised ECU software. 300bhp and 400Nm torque (~ 295lb ft) at only 2100rpm, up from 260bhp and 350Nm (258lb ft).
- **Chassis:** Hirsch springs 10mm ride height drop, retained standard M06-on dampers and ARBs, Hirsch 17" front brake discs and single pot callipers, Hirsch 18" five spoke alloys with Pirelli Pzero nero 225/40/18 tyres.
- **Interior:** Hirsch pedals, folding mirrors.
- **Performance:** top speed limited to 162mph, 0-60 in 6.1 seconds, 0-100 I believe is approx 14.5. That's faster than a 96 will get to 60.



### Changes from earlier 305bhp Step Two upgrade:

- Exhaust finishers are round rather than the complex teardrop shape.
- Standard Mitsubishi TD04 turbo is retained, rather than upgrade to Garrett GTBB.
- Standard 'Cobra' inlet pipe retained between air box and turbo, as 06-on 260bhp cars have a larger Cobra than the earlier 230 and 250bhp Aeros.
- Brake callipers changed from 4-pot to prevent overheating of fluid in slower stop-start traffic.
- Hirsch dampers are optional on 06-on cars.

### Verdict

Performance of the 300bhp engine is just brilliant. The ability to safely overtake traffic with consummate ease is really quite addictive.

The handling and body control were a massive improvement on the standard car. Steering adjustability is great, a little controlled lift-off oversteer can be achieved (really just a tightening of the line) and the same with trail braking, but this again is so much more controllable than my understeering M03 Aero (albeit that has done 80,000 miles and the dampers are pretty worn!).

Interior – the pedals look great, the rest of the interior is standard M06-on car and this was the first chance I'd had to become acquainted with this – the stereo and SID controls are very different, but I soon figured it all out. I like the one big rotary volume control on the dash. I also like the rotary temperature and ACC controls. The folding mirrors were a huge boon for getting it into my garage, which is always a bit tight for my own car!

Downsides? There are very few. I found the reversing lights to be very poor with not enough light behind or to the sides to see when reversing into tight parking spaces, and no Park-Assist on this model. The new style seats are a little higher than the old ones but perhaps these will drop a little when the leather has loosened up with use. These are limitations of the currently standard car, not of the Hirsch upgrades. For real press-on drivers the full suspension upgrade might be preferable for even better body control on undulating road surfaces, but for 99% of people, 99% of the time, this would be more than they would ever need.

This is a hugely capable and impressive car, the ability to safely blast past those queues of other nose-to-tail cars (you know the sort, the people who follow slower moving vehicles like sheep) is just incredible. But it is just as civilised when you're not in a hurry as a standard car. The Hirsch upgrades are all fully

approved by Saab and you retain full manufacturer's warranty. In fact, why does Saab not sell the Aero in this spec as standard? I'm sure they would massively increase sales as a result.

If I had a spare £20K I would be trading in my car tomorrow, but sadly that's not the case. In a few years time however, these cars will make an awesome second-hand buy, but right now, for those of us with the funds to buy a new 9-5 Aero, you'd be foolish not to pick up one like this.

Thanks to Ian Wooding-Jones of *Squire Furneaux Saab* for his friendly hospitality at the dealership and for the offer of an extended test drive over the weekend. This is a fabulous car and is available at a bargain price £25,950! That's less than the list price of a standard Aero and an awesome saving of £12,121 from list price for one of this specification! Go on, you know you want to...

Alistair Philpott

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# 2STROKEREREGISTER



## CALLING ALL STROKERS!

Following on from my introduction last month, I have now inherited details of all Two-Stroke cars that have been registered with the Club over the past twelve years or so. Much to my surprise this list only runs to about one hundred cars, from the very earliest model 92Bs to the very latest model 95 and 96 Longnose vehicles.

The full details by model are as follows:

model 92B	8
model 93	9 includes 93, 93B, 93F
model 95	9 both Bullnose and Longnose variants
model 96 Bullnose	40 includes one Saab 60
model 96 Longnose	31
total, all Two-Strokes	97

I personally thought that there would have been a far higher number of cars than this, so my mission now is to double this figure and get the register up to 200 vehicles in total.

I will of course need the assistance of everyone reading this column in order to get anywhere near this figure. So please, if you are reading this column and have, or know of a Two-Stroke car, please send an e-mail to myself; [2stroke@saabclub.co.uk](mailto:2stroke@saabclub.co.uk) and let me know the car's registration number, model, year, chassis number, and colour. Of course, if you also want to attach a couple of photographs and any history of the car that you may know, all the better.

The existing register only includes cars that belong to, or previously belonged to, Saab Owners Club Members. To expand my search I will also make use of the 'uksaabs' website and launch a similar request for information.

There is a very useful vehicle enquiry screen on the DVLA website that allows you to get a limited number of details on a car by using the vehicle's registration number and make. One item this enquiry does confirm is the date on which the vehicle's last tax disc expired so hence whether the car is licensed, unlicensed, or covered by a SORN declaration. I have used this facility to look at details of a limited number of cars already on the register. This confirms that some cars on the register are currently licensed, as you would expect, but also that the existence of many cars is questionable as their last licence disc expired anytime up to ten years ago in some cases.

Anyway, let's see how we get on in this search and I will feedback the results in a future column. To close this month does anybody out there recognise either the car or driver of this 96 Longnose being driven in a rather spirited manner? An interesting type of wheel that I've not come across before; looks similar to a soccer ball alloy but with a four-bolt hub fixing?

*Martin*

All correspondence to:

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# V4REGISTER



Happy New Year from Chez Fliptop! I hope you had a great holiday season and Father Christmas brought you all the V4 goodies you asked for...

## Peter Briggs's new V4

Peter has just acquired an orange ex-Graham Cowland 96 to add to his stable of the Sonett II and his 900. I'm looking forward to getting more details shortly.

## Adam Gent 9:38 final drives

No further news on the V4 final drives. I will keep you posted if I hear any more.

## Rose's 96 update

I promised more instalments on the continuing work on Rose's 96. Well I'm afraid not a huge amount has happened recently, partly because it's too dark of an evening, partly because I've been too busy with work and other SOC stuff, and partly because I've been concentrating on a few tweaks to my 9-5... sorry to be so unfaithful!

I bought a spare fuel tank off e-Bay for it, which seems in far better condition than the original tank in the car. I'm still undecided if I'm going to fit as is or have it refurbished. But since then I have acquired another tank, along with a van-load of parts from a car broken a few years ago. And I mean a van-load. Some of the parts are just scrap, and some I need myself, but there are plenty more I will get on e-Bay over the next few months. Included is a complete and allegedly low mileage engine and gearbox assembly... still mounted in the engine bay of the donor car – the engine bay, complete with brake servo and pedal box assembly still attached, has been cut away from the a-pillars, scuttle and floorpan! I couldn't believe my eyes when I arrived to collect it... Also of interest is a good door mirror, a decent set of wings that while not perfect are solid and would easily tidy up, a set of early-type metal windscreen trims, and many boxes of other gubbins. If you need anything specific before I shove it on e-Bay, let me know, I may be able to help.

## Low mileage Souvenir recently for sale

Earlier in the summer, my Dad and I went to look at a low mileage Souvenir 96 with lots of history. The seller had inherited the car from a neighbour. It was one of those cars that looks amazing from twenty feet but on close inspection wasn't quite so good. The interior was lovely, the engine sweet, and the shell was mostly solid, but it did have some nasty bits of rot forming below both windscreens which set the alarm bells off. The paintwork was very shiny but it had been poorly resprayed at some point and the lacquer was peeling and had pin-pricks all over the bonnet (see photos).

It was a shame as the car had the potential to be a real stunner, but I fear it would need quite a bit of expensive work to get there properly. I noticed that it sold recently on e-Bay for what was a fairly high price considering the condition, not unreasonable but higher than I expected. I've not heard from the buyer yet so don't know if they are a SOC member or not, but if you are the new owner then good luck, and please send me a registration form with the details and let me know your plans for the car.

## Register Changes

I've had minimal response so far to my request for your views on the future of the registers in the last 'Driver'. Please, if you have any suggestions or ideas for what you would like us to provide for you then now is the time to shout. This is your Club and you have a say in what we on the 'team' do for you, but we can only respond to those who come forward with ideas.

We have now appointed all the new Registrars, apart from for the new 9-3 sport saloon register. We are still looking for a suitable victim, I mean volunteer, to take on this role. Please let me know if you are interested. Cheers for now,

AI

## NEW REGISTRATIONS

Plenty of new registrations this month (actually the first two may have arrived some while ago, I found an e-mail that for some reason was lurking unopened in my spam folder... sorry chaps!).

Name	Location	Car	Registration
Ian Byatt	Northumberland	96	JWR 902N
John Morris	Birmingham	96	UJW 926L
David Humphreys	St Albans	96	GYM 239J
Chris Nutt	Co Londonderry	96	FAA 765K
Chris Nutt	Co Londonderry	95	KFG 306P

Ian Byatt's Blue 75 car is an addition to the Souvenir model he registered earlier this year. He writes: "Bought as a parts donor car from Wooler, Northumberland. Car is off road and was purchased by previous owner approx 15 years ago as project, partly dismantled and then largely ignored until mother-in-law demanded return of garage. Body is pretty shot apart from bonnet, boot and doors, the front seats OK, back seat poor, not sure if engine is any good but was apparently running before it was put away. Last two previous recorded owners were in Hartlepool so car may well have been in the NE all its life – it has had four keepers apparently (the person I bought it from had never registered it in his name). Anyway, just sent this for your records of the location of another 96." Thanks Ian, sounds like a good spares car you have there.

John's Green 72 car sounds like it's reasonably tidy but was for sale in May. He wrote: "Extra spares, no time to complete renovation, need space in garage will accept any reasonable offer! Will need trailer – no MOT/tax". I've sent a note to John asking if it's still for sale, though I doubt it. If anyone has bought the car then please let me know.

David's 71 car is Red, and he describes it as 'Original, but I have fitted a 1970s cigar lighter and seat covers. History goes back about 25 years so mileage of 67,500 is genuine'. Sounds like you have a lovely V4 there, David, I might look out for it on my frequent travels down to your neck of the woods!

Chris's Green 72 96 seems in fair condition body-wise but not so good mechanically. His Red 75 95 was bought to use as a service barge for a Two-Stroke rally car he has almost completed. He plans to partially rebuild this car.

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North Yorkshire  
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## Tempting fate

Sure enough, shortly after writing last time about my 90's fantastic reliability, in fact almost the very next day, the brake pedal started to need pumping to get any pressure. Luckily I had a brake master cylinder 'in stock' having bought one from Eurocarparts 'just in case' last year, so the problem was easily fixed. Finally a 'just in case' part came in useful, but I'm left wondering whether now I should get another one again, just in case!

Changing master cylinders on the 99/90 is pretty straightforward as they are so accessible. The only hassle is cleaning out the old fluid reservoir, which has to be swapped to the new cylinder. This is subdivided internally so you don't lose all of the fluid in the event of a leak, great for safety but it doesn't make cleaning it out any easier. Incidentally, master cylinders from the Classic 900 are interchangeable, but if you are swapping a second-hand cylinder from a 900 don't forget that the manual 900 reservoir, which looks identical, has the take-off for the clutch pipe opened up. (This is blanked off on the 99/90 where the clutch has its own master cylinder reservoir.) This is particularly annoying when you remember just after finishing cleaning it out!

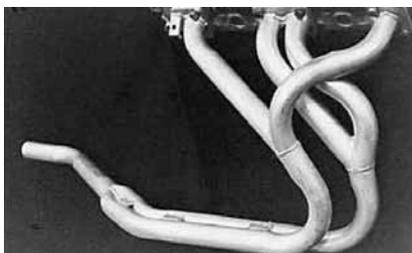
## January Sales

Alan Bunyan sent this rather bizarre advert dating from 5 February 1978. It may have been tongue in cheek, even in 1978, but its Arthur Daley tackiness hardly went with the 'one of the world's finer cars' slogan. Talk about mixed messages! The description of the acceleration as 'sparkling' could have come from 'Arfur' himself. Surprisingly, I don't think the ad was used for long – it was certainly new to me. You might guess that they could just have got away with it in one of the red tops, but you'd be wrong... it's from *the Sunday Times*! Alan says that, unfortunately, it doesn't feature his Turbo... I wouldn't be so sorry about that!

## Tuning Parts

Some months ago John Glover sent the following photos of the exhaust and inlet parts offered by *MotorSportService* of New York. I've got the freeflow exhaust manifold fitted to my 90 and can vouch for its performance and quality, and with the favourable exchange rate, these parts aren't too expensive even with shipping. MSS offers an impressive range of tuning parts for older Saabs, many of which have been tested in competition.

Stuart



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## Pains, Trains and automobiles

This page should carry a warning. It was beyond my control, all attempts to delay it failed and I have tried to ignore the request, but simply ran out of excuses. So now you have it. No, don't laugh. Don't even giggle. You could, however, get a pen and give me my fringe back – yep as one of your Registrars, there is a new and updated picture of me on this page. My sincere apologies.

What happened to my usual ramblings in the previous issue? Quite simply I had nothing to say, or any articles submitted for publishing, so thought it best, as my grandmother said: "When you have nothing to say, say nothing at all." I have received one registration from Anthony Frost, who recently purchased a red two-door exhumed from storage. Anthony has yet to evaluate the condition of the car, though he was informed the engine was started regularly. Apparently the car was resprayed in the 1990s a deeper Imola Red. Congratulations Anthony on your new purchase and welcome to the rarified atmosphere of 99 Turbo ownership – looking forward to updates on the car.

Well that's it. Remember, protect your windscreen – wear a seatbelt.

### Steaming with GWS

**Location:** Gartell Light Steam Railway, Somerset

**Mission:** Fly the SOC and GWS 'flags' at this enjoyable event for classic cars.

This fantastic railway station is a hidden gem, found just outside Wincanton, nestling in the Blackdown Hills. Following an invitation from the Weymouth Car Club and knowing no other Saabs would represent the marque, GWS arrived to fly the flag. Trips were taken on the railway with the small carriages ensuring everyone was knee to knee. The usual GWS outdoor group picnic followed once again – always an enjoyable part of the day's activities. A good day was had by all and it was great to see some extra faces and cars – hello again, the Rankins, Robin Morley and his daughter Azebeth, Nathan and Louise, plus of course the usual rabble that make up GWS.

### Another head of GWS steam

**Location:** Brecon Beacons Mountain Railway

**Mission:** Organise something our Welsh contingent could enjoy.

There can be very few UK train journeys that have such stunning scenery as the Brecon Beacons. The track runs alongside a huge reservoir, set in the hills. Once again the GWS turnout was fantastic and it was great to meet Lynda and Jessica, the Meakins (hope the Two-Stroke is up and running), the Bulls and Pete Bonney. The weather could probably have been a bit better but it did not dampen what was to be a good day out as you can see from the photo!



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Between 7pm-8pm please.

# IT IS

# It's the injectors yet again



This issue includes Rod Stubbs (Member number 5527) final article concerning fault tracing on 900 injection models. Thanks to Rod are again extended for the wealth of knowledge imparted. If any Members would like further details concerning these checks Rod has offered to reply to related mail forwarded via the 900 Registrar. On the subject of the Registrar, this will regrettably be my last article for the foreseeable future. My tenure has been for a three-year period and the time is now right, I have decided, to make way for a fresh approach and ideas from a new Registrar. Taking the reins for the next 'Driver' therefore will be Graeme Lambert (Member number 18331), who will bring both experience of automotive journalism and renewed enthusiasm for the challenge.

### IT IS It's the Injectors Stupid! (part 3)

It was three weeks later when the problem suddenly returned. So the following weekend I tested the ignition system. Starting with the primary side of the HT coil I checked the voltage between the +ve terminal and the 12V battery terminal looking for any significant voltage drop. With the ignition on, the difference was 0.1V, on cranking the engine it increased to 0.25V, on engine firing momentary to 0.3V and then back to 0.2V and was stable with increase in engine revs. So all looked OK. (If this test had shown a voltage drop of say >1V, there would be a bad contact in the 12V side of the ignition. A quick work around would be to disconnect and isolate the wire from the +ive terminal of the coil, then jumper the terminal direct to the battery. Then try and start the engine.)

I then checked the pulse delivered to the coil. It was clearly OK when the engine was running, but there might be something odd occurring on start-up. I removed the King lead as this would result in a no load situation on the secondary side and hence a very high voltage, which might show up any problem. With the oscilloscope probe on -ve terminal of the primary side of the coil I cranked the engine. The scope showed a clean 12V square wave pulse about 5ms long, there were no signs of any electrical hash, so the ignition amplifier looked OK under no load and there were no signs of voltage breakdown on the secondary side. (If this pulse had been poor then I would have checked it at the distributor to see if the problem was there, if that was OK then at the amplifier, first checking that both had good 12V supplies and earths.) Reconnecting the King lead I cranked the engine again. Even with about 10 turns before it fired, I was able to see a good pulse which sagged slightly and showed the typical oscillations of current flowing

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between the coil and amplifier as the spark plugs fired, so there was nothing wrong with the LT or HT side on trying to start the engine. With the Home Tune results this was not unexpected, but it was good to have it confirmed. (On a running engine the measurement of LT side pulses can tell one a lot about how well the ignition system is performing.)

That basically left the fuel injection system, and here I was a novice. The Haynes manuals, (900 and 9000), were useful in a general sense, but the Lucas system had many differences. I tried the Internet and could find plenty on Bosch systems, but little on the Lucas one. An American site talked of the fault codes and the test connector in the engine compartment. My 900 didn't have one there, but had a likely socket under the rear seat. On discovering that this was the test socket I rang a local Saab non-franchised garage to see whether they could read the codes. They told me that my model was too old to have fault codes! Now wiser I suspect this is not the case.

I began with the cold start system – rechecked the resistance of the ntc sensor, about 3500ohm with cold engine and 400 ohm when fairly hot. I then went back to the ECU, (behind the carpet on the RHS of the driver's foot well), and checked that the measurement was getting there. The Lucas 14CU unit has a 40-pin connector of which 31 pins are used. For many of the 'precision' measurements not only does the signal wire go to the ECU but also the corresponding earth. So both need to be checked at the ECU plug. After some probing I found the ntc resistance, it was OK. As my starting problem was time dependent I checked the change in the ntc resistance with time, as the engine cooled. It was soon obvious that this change was over a much longer period than the starting problem. This conclusively proved that it wasn't due to the cold start system.

The next check was the fuel injectors. These are pulsed simultaneously so pulling back the rubber boot on one of them I put the scope probe on the wire to the ECU, having first checked for 12V on the other wire with the ignition on. I turned off the ignition and then on again after a wait of a few minutes. The ECU single pulsed the injectors, just as it did the fuel pump when that was tested. Cranking the engine showed the injectors being regularly pulsed, and nothing changed when the engine fired but the pulse. Everything I had read about fuel injectors said that they were pulsed with a pulse length at idle of about 2msec. What I saw was a double pulse of total length about 2msec! As the engine warmed up the first pulse of length about 1.1msec remained constant, but the second one which started off about 1.4msec long decreased to about 0.9msec. I conjectured that this was the ECU responding to the ntc sensor. A bit of experimentation changing the ntc for fixed resistors of various sizes soon proved the fact. Opening and closing the throttle showed that only the second pulse changed in length. Removing the plug from one injector resulted in the second pulse on the other injectors lengthening a little as the engine tried to compensate. This all seemed to make sense.

But why two pulses? I couldn't see how the ECU could double pulse unless it was either meant to, or it was another part of the cold start system that should cease when the engine warmed up, which had failed and was free running. If the latter was true then the total pulse length was probably wrong by about a factor of two, so one would expect poor fuel consumption and badly fouled spark plugs, I had neither. I contacted several Saab experts, even a fuel injection one and no one seemed to know what the pulse should look like! I was somewhat reassured by an ECU expert, but still had lingering doubts. I moved onto checking the rest of the system.

The idle control valve is a Lucas 10AV unit, it has a 4-pin connector. It is a stepper motor, stepping out to close the valve and in to open it. Electrically pins 1 and 2 form one circuit, and 3 and 4 the other. Each has a resistance of about 55ohm. I took the whole unit off the pipe work and cleaned it, then with a 32mm socket removed the valve mechanism from the body. The valve stem was loosely held in tension by a spring. There was some slack, but it did not move, nor did I try and force it in the longitudinal direction.

The easy test is, with the engine running, to quickly turn on lights, rear window heater, cabin fan and reversing lights. The engine revs should drop 100+ revs/min and then recover to idle over a few seconds. Turning everything off should result in a slight overshoot and then recovery. Squeezing one pipe holding the unit should result in the engine trying to compensate. All these tests proved successful.

The throttle switch came next, this is a 3-pin device as in the Haynes manual. However, it soon became apparent that there weren't any idle or open throttle contacts. It was a

## NEW REGISTRATIONS

Name/Mem No.	Area	Year	Model
P A Warrington 19608	Northwich	1983	900 GLS
Richard Walton 19685	Castle Douglas	1987	900 Tii 8
Shald Ali 19756	Birmingham	1990	900 T 16S
Martin Nymark 19927	Co Down NI	1990	900i Convertible

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# 900REGISTER

**I PERSONALLY THINK THAT HALF OF THE 'REPAIRS' DONE TO CARS WITH 'BAD' AMM ARE NOT WARRANTED. IF YOUR CAR IS RUNNING LIKE DOG-POO AND YOU HAVE NO POWER PAST 2000RPM, THEN CONSIDER THE ADVICE WORTHY. IF NOT, WALK AWAY WITH YOUR WALLET QUICKLY.**

6Kohm potentiometer. The central pin of the connector being the wiper connected to the throttle butterfly valve. Slowly opening and closing the throttle gave a smooth change in the resistance at this pin with no glitches. To double check, the measurement was also made at the ECU. This unit looked satisfactory. Checking the resistance between the wiper and pin 2 (Bk/Wh wire) with the throttle closed showed 1Kohm. I readjusted the idle speed to 850rev/min and re-measured the resistance, still 1Kohm, the idle setting looked satisfactory.

That really only left the AMM. This is a Lucas 5AM unit, and I was initially at a loss as to what to do. Virtually everyone who I had talked to said that it can only be tested by substitution. I had been told that when properly adjusted you could measure a resistance of about 0.39ohm?, 39ohm? or 390ohm? between two of the terminals. No one seemed to know which terminals or whether this applied to the Bosch version or the Lucas one or both! Should I visit a local scrap yard to see if I could find a Lucas one when Saab had only fitted it for about a year? I phoned around for a second-hand one with no luck. Saab supplied new ones for an eye-watering cost, the car probably wasn't worth much more! Through the Web I found a company that tested AMMs, but they only checked the electrical components not the calibration. Back on the Web I went to my American site looking for any ideas. There I read a quote from one contributor: "I personally think that half of the 'repairs' done to cars with 'bad' AMM are not warranted. If your car is running like dog-poo and you have no power past 2000rpm, then consider the advice worthy. If not, walk away with your wallet quickly." (That also agreed with the Home Tune experience.) My car ran well, so the fault was unlikely to be with the AMM. However, I was going to have a good look at the unit.

It has a 6-pin plug of which 5-pins are used, (pin 3 is blank), wire colours do not agree with the Haynes manual but the orange one, (signal?), is there on pin 4. I probed the AMM socket pins measuring resistance and discovered that pins 5 and 6 were both ground. I drew a blank with the others, there are either diodes or capacitors present in the unit. Looking at the disconnected plug I checked the voltage on the pins with the ignition on. Pin 1 5V; pin 2 12V; pin 4 nothing; pins 5 and 6 0V. This seemed reasonable, 5V is the systems stabilised voltage that it uses instead of 12V when 'precision' measurements are made. With the ignition off I reconnected the AMM and slipping the rubber boot back to expose the rear of the pins, I turned the ignition on. All as before, but pin 4 was now about 1.5V. I then started the engine and the voltage jumped to 1.8V and as I watched it dropped back slowly, I realised I was surely watching the cold start/automatic idle control system working. I opened the throttle smoothly and the signal voltage smoothly rose to about 3V at 3500rpm. I spent about 15 minutes doing every check/test I could think of, the results all made sense. I could hardly believe what I was seeing, this might not be the ultimate check of the AMM, but it must be a pretty good one so why had everyone talked about the need for substitution?

I had now checked most of the engine systems out and everything

seemed OK. So what was the problem? I spent the next day or so turning the whole thing over and over in my mind. There only seemed to be one answer, the one I had rejected at the beginning – most if not all the fuel injectors were leaking, resulting in the engine flooding. There was an easy way to check, start the car with the accelerator on the floor, assuming that the ECU didn't try and compensate in some way. It would be a bit brutal on the turbo, which is why I hadn't tried it before, although I had tried 'feathering' the throttle on start up and that hadn't helped. I tried with the engine both cold and hot, both times it fired first turn!

I had the injectors off in 45min and with a local fuel injection specialist in two hours. They thought they had come off a Vauxhall! Next day they reported back. All of the injectors were leaking, two still leaked after a morning in the cleaning bath, the third stopped, but promptly started again when tested. The problem was solved, the answer was obvious, a new set of injectors.

The specialist was pessimistic about getting a new Lucas set. I tried second-hand and got two quotes, £30 a set of four, and from a Saab garage £30 each. None were cleaned, but both said that they, 'came from a running engine'. I could have said the same about my set! I was not at all keen. One might as well put the money that one would have spent cleaning and testing them towards a new set. The specialist drew a blank, and seemed shocked that Saab had charged about £120 each when they last sold them. We agreed to go for the Bosch equivalent. They cost about £65 each and he got me a set. After fitting them the engine started on the second turn, and has done so ever since under all conditions. The spark plugs now run clean and the CO emission has dropped back to 1.4%.

The Lucas injectors had a green ring around them and the following numbers on the side – 73356 5720A 510. The Bosch replacement is part no 0280150712.

I have in this series of articles tried to tell it how it was. I hope you have found it interesting and possibly useful. I was lucky that the problem did not disable the car, so I could work at a leisurely pace. I carried out many more tests/experiments than I have described, mainly to double check items, or give me a better understanding. I still feel a bit of an idiot for not going for the injectors at the beginning, but they had been recently cleaned. I am, however, pleased I didn't because, although I would not claim to be an expert, I now have a much greater understanding of the engine systems, especially the fuel injection one. I also have a wealth of measurements on the engine under normal conditions which should be very useful in finding any further faults if they do arise. The cost, although not trivial, would I am sure have been much greater if I had gone anywhere near a garage. Don't be put off by my use of an oscilloscope. It is not essential, a good multimeter that can measure frequency will get one a very long way.

And finally, I would like to thank *ScanParts* for their help and advice. Safe and happy Saabing.

*Rod*

Thanks again to everyone for the articles provided over the last three years and to those who have called both socially, and on occasions, in need of assistance, I will miss the unexpected, so to speak. As mentioned, the next edition will introduce the new Registrar, Graeme Lambert, and also include an excellent step-by-step account from Terry and Irene Quinn (Member Number 2133) on how to replace the troublesome cloth headlining on Classic 900.

May I wish everyone well for the future and I hope to continue to see old friends at forthcoming events.

Happy Hundreiding,

*Dave.*

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# 9-3 REGISTER



## Make me happy GET IN TOUCH

**Happy New Year.** What an interesting year 2007 has been! Washout events, floods, near triumphs for the England Rugby team, and last, but by no means least, a re-shuffle within the Owner's Club. As things are in the initial stages at present, I have no idea which way forward the Club is looking to make progress, however I am confident that it will involve more shows, meets etc, hopefully moving the Club in a direction where it becomes one of the largest car clubs in the country.

Hence, as 9-3 Registrar, I would like nothing more than to see 'our' little column grow into something large, one big happy family if you will. More contributions from owners would be a delight as my first year in charge, so to speak, has been quiet. Whether it be owners are a tad apprehensive to write to the 'new guy' or do not want to write to a magazine, I would like to urge you to put pen to paper and write away. The more correspondence I receive, the more I can write about and feature. Just think, a nice picture of your motor as the centrepiece of the column? Or maybe not? I am a little disappointed with the lack of response regarding Members contacting to reconfirm membership details so the database can be kept up to date. Please make me a happy Registrar! I am grateful for the few who have contacted me, thank you.

For 2008, I am handing over the reins to you, the reader. I would like to hear what sort of articles you would like to have featured. Maybe you are not sure on a particular model specification or would like to share details of modifications you have done that have transformed a certain part of your car's characteristics. Any news or information passed on can then be used to help other Members in the future. Together, let us make 2008 a year to remember for the column and the Club!

### **Recent Articles and Apologies**

Normally I try to cover articles from previous issues of 'Driver'. Unfortunately, I have not been able to keep abreast of recent developments, for example with Neil Brightman's 'Viggen Rebuild'. I will not bore folk with the details but a lack of Internet and time due to working commitments, I endeavour to get back on track in the next edition of 'Driver'. In addition, the 9-3 e-mail account crashed, resulting in a loss of e-mails. If you have not received a reply, please resend any e-mails and I will answer them ASAP.

### **The Postbag**

One thing I have not been short of for this column is the number of new registrations, along with a few letters to publish. Here goes:

Giles Heimann (19884), upon registering his new 9-3 2.8 V6 Aero Convertible writes:

"This is my third Saab, it started with a Hirsch 9-5 2-litre, then went on to a 9-3 Vector Convertible and now this fantastic 'Hirsched' 2.8 Convertible. All fantastic cars and 'my' team at Southampton Saab are excellent! I would not go anywhere else."

Giles' 9-3 has a host of Hirsch upgrades which are: ECU upgrade, V6 Aero stainless steel exhaust system, lowering springs, 18" alloy wheels, leather/carbon fibre dashboard, aluminium pedals and full leather interior trim.

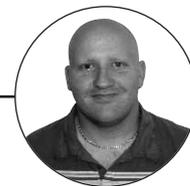
As Giles had correctly put it, 'The Full Works!' I think I will contact you soon Giles for a little spin around the block!

Joe O'Mahony (19892), again registering his new 9-3 1.8t Convertible writes:

"I purchased the car last February from Rowcliffes Saab in Taunton after seeing the car on the web. I had tried to buy a Saab from my local dealer over here (Belfast), but as there is only one dealer, they tend to keep their cars overpriced.

"I then sold my 1994 900 Turbo Coupé to the third person who telephoned about it, then I bought the Convertible.

"There is only one issue I have, the car



has Sat-Nav and the maps for Ireland are a bit hit and miss. My Saab dealer told me that Saab upgraded to DVD map in 2006 and is now better, but a new disc costs £300!"

Would any Member be able to help Joe in his search for an upgrade disc? If so, you can contact me and I will be more than happy to pass any information onto Joe.

Again, another new registration. This time it is courtesy of Dave Devlin (19869) who has registered his 9-3 2.2 TiD. Dave writes: "I bought the car on e-Bay after looking for this model for six months. Despite the mileage (124K) all covered by the previous owner from new, it was in excellent condition, I did not even test drive before purchase. It must have been one of the last hatchbacks produced. The car had been standing for six weeks before I collected it and on the way home along the M4, the engine management lamp came on and I thought I had purchased a lemon after all. I rang my local Saab specialist, who agreed to take a look on a Monday, but I took it for an outing on the day before and the fault cleared itself. The car was then serviced and MOT'd two weeks later and the only problem has been the 'Replace Key battery' coming on intermittently for a few days at a time.

"I reset the MPG on the SID2 within days of owning it and since then have recorded 56.2 briefly (but not borne out by pump figures), and a more recent drive back from Cornwall using a variety of road types showed 50+ mpg using pump figures.

"It has had a chequered service history, mostly Gloucester Saab for three years, then a mixture of local specialists. I must get a few missing bonnet sound-proofing clips fitted."

Dave likes the economy, cruise control, boot capacity and styling of the 9-3, however, he finds the seats to be not as comfortable as a previous Toyota and the handling not as precise as a previous Mitsubishi.

I have noticed the same engine management issue creeping up regarding the 2.2 diesel engine. I had a similar problem and a good clean of the Air mass meter using carburettor cleaner solved the problem.

That is all for this edition of 'Driver'. Put pen to paper and get writing about anything you like regarding the 9-3 range and I will include any contributions in the next edition. Moreover, don't forget to put forward any suggestions for features or what you would like to see in future.

## NEW REGISTRATIONS

Not only can you register your 9-3 via post, you can also register your vehicle details via the online registration form. Please contact me and I will be happy to send the electronic 9-3 Registration form for your completion.

**Name:** STEVE KINGTON (19795, Romsey)  
**Car:** 9-3 1.8T Vector Sport.  
**Mechanical:** 10 **Year:** 2005  
**Interior:** 10 **Purchased:** July 2007  
**Bodywork:** 10 **Colour:** Parchment Silver  
**Interior:** Cream Leather  
**Previous Saabs:** n/a  
**Details/Extras:** Satellite Navigation, Bluetooth.

**Name:** PETER OLIVER (17773, Plymouth)  
**Car:** 9-3 2.2 TiD S  
**Mechanical:** n/a **Year:** 1999  
**Interior:** n/a **Purchased:** April 2007  
**Bodywork:** n/a **Colour:** Grey  
**Interior:** Black  
**Previous Saabs:** L-reg 900 and S-reg 9-5  
**Details/Extras:** Standard model. Peter likes the seating and driving position and the fuel consumption. Peter states that his 9-3 is better than previous Saabs he has owned.

**Name:** GAVIN JONES (19908, Nr Southampton)  
**Car:** 9-3 2.0 LPT  
**Mechanical:** 9 **Year:** 2001  
**Interior:** 8 **Purchased:** March 2006  
**Bodywork:** 8 **Colour:** Cosmic Blue  
**Interior:** Black  
**Previous Saabs:** n/a  
**Details/Extras:** n/a

**Name:** C.J. FORSTER (19926, Essex)  
**Car:** 9-3 2.0 Vector SportsWagon  
**Mechanical:** 10 **Year:** 2006  
**Interior:** 10 **Purchased:** 2007  
**Bodywork:** 10 **Colour:** Grey Metal  
**Interior:** Light beige leather  
**Previous Saabs:** n/a  
**Details/Extras:** Satellite Navigation, car phone, iPod connection (all factory fitted).

**Name:** NEIL DODSLEY (19893, Rutland)  
**Car:** 9-3 2.0 Turbo SE Convertible  
**Mechanical:** 8 **Year:** 1999  
**Interior:** 8 **Purchased:** August 2007  
**Bodywork:** 7 **Colour:** Silver  
**Interior:** Black  
**Previous Saabs:** n/a  
**Details/Extras:** n/a

As it is the New Year, I have decided on a change of format for registrations to show more information about the new cars. Let me know if you like it or prefer the previous layout and I will try my best to compromise. Mechanical, Interior, and Bodywork conditions are marked by the owner out of 10, with 10 being showroom condition.

**Name:** GILES HEIMANN (19884, Hordle)  
**Car:** 9-3 2.8 V6 Aero Convertible  
**Mechanical:** 10 **Year:** 2007  
**Interior:** 10 **Purchased:** October 2007  
**Bodywork:** 10 **Colour:** Fusion Blue  
**Interior:** Cream/Beige  
**Previous Saabs:** See 'The Postbag'  
**Details/Extras:** See 'The Postbag'

**Name:** JOE O'MAHONY (19892, Carrickfergus, Co Antrim)  
**Car:** 9-3 1.8t Convertible  
**Mechanical:** 9 **Year:** 2004  
**Interior:** 10 **Purchased:** February 2007  
**Bodywork:** 9 **Colour:** Nocturne Blue  
**Interior:** Parchment leather  
**Previous Saabs:** See 'The Postbag'  
**Details/Extras:** See 'The Postbag'

**Name:** DAVE DEVLIN (19869, Bath)  
**Car:** 9-3 2.2 TiD SE  
**Mechanical:** n/a **Year:** 2002  
**Interior:** n/a **Purchased:** June 2007  
**Bodywork:** n/a **Colour:** Black  
**Interior:** Dark Grey leather  
**Previous Saabs:** None  
**Details/Extras:** See 'The Postbag'

**Name:** DAVID JONES (12670)  
**Car:** 9-3 1.8t Vector Sport Anniversary Edition  
**Mechanical:** n/a **Year:** 2007  
**Interior:** n/a **Purchased:** 2007  
**Bodywork:** n/a **Colour:** Jet Black  
**Interior:** n/a  
**Previous Saabs:** 9000 SE, GM900 S, 9-5 SE, GM900 Convertible  
**Details/Extras:** Hirsch ECU upgrade to 195 bhp. Full options upgrade except xenon headlights and electric memory seats.

All correspondence to:

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(please leave a message if there is no answer, thanks!)  
E-mail: 9-3@saabclub.co.uk

Scott

## Dream saabs and dissappointments



Well, in the words of the late great Steve Irwin 'CRIKEY!' Another year over, a new one just begun (actually that was another late great that came up with that bit). So for 2008 will we get 2,008 new registrations? Probably not actually but I am confident that we should get literally tens of registrations this year and so I present the first 9-5 to be registered in 2008.

Rachel Hillier of SOC East Anglia Saab proudly registers a 2002 Aero: "Thanks to Haydon Wilding of Cecil & Larter (stalwart supporter of East Anglia branch of the SOC) I am now the proud owner of AO02 UNJ a Silver Aero (it was always my dream Saab) and we are absolutely delighted with our Silver Streak rave performance!

"We're gradually getting a core of Members out East – distances are pretty big but it's amazing how far some Members will travel to our various events so we'll keep trying to swell the army of Saab fans!"

This just goes to show that dreams can come true. Thanks for letting us know about the change. Anybody wishing to support SOC East Anglia or any of the other Groups around the country, please do get in touch with your local contact. They do a phenomenal job on the front-line and need as much support as they can get.

Matt Cooke e-mailed: "As a new Saab-ista and Owners Club Member I thought I'd write in with my tale to add to the register. Having had a 20-year motoring affair with Alfas it was time to seek a swift, sure-footed estate and change brand out of necessity. The Alfa 156 is a beautiful car but doesn't do the estate job well enough for my taste, although with a sonorous V6 you could almost forgive that, but having had a 1995 164 V6 24v as my last daily driver and remembering the type four floorplans and commonality with the Saab 9000, I decided to have a look at the 9-5 Estate in Aero guise, figuring this was an evolution of the 9000 and would have similar handling characteristics to my Alfa 164.

"Also on the potential shopping list were the other Swedish car company, and a Subaru Legacy GT Twin Turbo Estate. I drove all three and reached the conclusion of 9-5 or Subaru pretty quickly. The idea of appearing like plod or a used car/antique dealer put me off the V70 T5 sharpish.

"The Subaru was swift and super sure-footed but lost out on build

quality, service and parts costs, and insurance costs too. The Saab appealed to the grown-up side of my nature, whilst being an Aero, the hooligan was also catered for.

"I am the new fourth owner of a 2000 on a W-reg 9-5 Aero Hot Estate in Midnight Blue metallic, full beige leather interior and all the kit (excluding Auto dim mirror, sunroof, and power seats).

"At 122,000 it was nicely run in with a service book stamped up to 105,000-ish by a Gloucester main dealer (you guys might even know the car? W295 WDG). A deal was struck and I took the train to Portsmouth for the drive back to the Essex coast.

"The car hadn't been used much for a while and as such a bit of blue smoke was apparent almost within five miles of where she'd been bought, as all the pipes blew out the sediment and sludge (and worried me for a while, re expensive turbo replacements), but that soon cleared and with all fluids and levels checked and topped up it was swift and smooth motoring to the fore.

"Through the Saab-scene website I found out about the recall for the DI module, and that was done under warranty last Monday along with a fresh set of sparks (at my own expense).

"The week before she got two new boots on the back axle in the form of Avon Zv3's and they will be on the front axle soon enough with another matching pair going on the rear once the current fronts have been worn down a bit more (think I'll turn the TCS off then).

"She has let me down once, throwing the poly-V belt and needing towing home from Birmingham!

"A trip out to Abbott Racing in Wix the following day saw me come home with a new oil filter, pollen filter and belt. Belt fitted, along with sage words from Giles Fairweather to check all the idler pulleys thoroughly, and she was back on the road with barely a missed beat. The pollen filter was changed that week, and an oil change and filter happened that weekend, with fresh Mobil 1 racing fully synthetic, along with one idler pulley being replaced as a precaution (thanks to ElkParts).

"A programme of tuning, and handling improvements has been worked out, and the back-end will receive all new polyurethane bushes courtesy of Abbott along with the anti-roll bar kit in due course.

"Overall the experience has had similarities to 164 ownership, what with the let down and worries; but the car is lighter, sharper at the front end and quicker in the midrange albeit without the wonderful howl of the V6.



"I am convinced of the joy of Saab, and am sure that with Abbott service and tuning it will be a long and enjoyable partnership. 300bhp is the next target, so I'll update you with progress at the appropriate time.

'Thanks for the quality magazine that comes out, and keep up the good work.'

Thank you Matt. It is contributions like this that make up the magazine so your details are very much appreciated. I don't know the car but I do know the dealership so you can guarantee it will have been well looked after. Please do keep us posted on how the 300bhp goes. Sounds like a big number 11 on the road each time you leave the lights! Thanks again.

### Soggy Saab – An Update

The correct registration number of Eric Thelen's Soggy Saab is KN03 AWP and not KO03AWP as in November/December 2007 edition.

A reminder of what this story was about: "Update KN03AWP: A sorry tale. On 20 July 2007 (that Friday we all had around a 100mm of rain) I was returning home from work and was driving at walking pace through a large puddle some 250mm deep (which others had got through) when a large 4x4 (driver with small brain and who knows other small parts) came the other way at 25/30mph totally swamping my lovely Aero, hydraulic locking of the engine and flooding the interior (mats floating). The van behind pushed me out and then towed me home, (nice chap, a plumber by trade).

"A week later after my garage had assessed the damage the insurance company declared it a total loss, agreed a price and I had the cheque within five days, (RAC insurance). This all happened just before our holiday to France, so off to France in my wife's Astra!

"Now the warning! While this car was written off, apart from the engine and electrics, there was no damage so it will be repaired and sold to some poor person who will wonder why it keeps going wrong! I have informed the DVLA who have noted their file accordingly.

"So the reg is KN03 AWP, the VIN Number is YS3EH49G233035253. First Reg 28 May 2003. So if any Club Member comes across a cheap 9-5 Aero, do make sure that it is not this one." Keep a look out!

Also in the November/December 2007 edition, Alastair Smart was a 'tad miffed' at what was once standard spec now becoming an optional extra.

Continuing this theme we have had a letter from Steve Bradley. Steve, registering his 56 plate (new shape) Aero Estate, writes: "The car is running fine to-date and I am relatively happy with my purchase. Indeed I like some of the improvements made; the switches on the steering column, are much smoother, the seats appear to be more comfortable, the handling and general performance of the car is better, the radio is a vast improvement and at last the Aero gets two reversing lights.

"However I am still quite disappointed that the hidden shelf above the spare wheel compartment has been left out, as I found this very useful for placing valuable objects on; such as a laptop, out of sight, indeed I was rather expecting to see a lock on the spare wheel cover this time, not the removal of one of the best and cheapest storage spaces.

"The automatic dazzle function for the rear view mirror is missing; I have had this feature on the last two Mondeos and the last 9-5 Aero that I owned, and had forgotten how annoying it was to have someone following with incorrectly set headlights.

"I have become used to the white stitching on black leather although still not particularly comfortable with the very light coloured rear shelf, for as well as not being very practical; dirt wise, it also enhances the glare from following car headlights".

Thank you for your comments Steve. This really has been a trend that has been happening for some time and despite our rants and the 'Heat my Shorts' campaign several years ago, nothing really seems to have happened. I don't think this is just Saab doing this though and maybe they are now just doing what other manufacturers have always done.

Whilst things like heated seats are something that Saab owners have taken for granted for many years, I actually on quite a few occasions have felt that part of Saab ownership has meant sacrificing a few items that a few other manufacturers have offered for many years. In the early 1990s I was a passenger in a Fiesta with a heated windscreen, something which is still available on a Fiesta but as far as I can see not available on a Saab. Each morning I get frostbite scraping the front window, then simply put the rear wiper on as the heated rear window has done it for me, I wonder why Saab don't do this. When I had a 9000 I could never quite work out why they

### NEW REGISTRATIONS

John Gleave registers his 2003 2.0lpt Arc Estate in Beige.

Phillip Hemming registers a 2.2TiD Linear Saloon. Phillip, I also own a 2.2TiD and not sure if you have tried it or not but this is worth a go. As soon as you fill up reset the trip then add up the number of miles that you have already done since filling up to the number of miles that it says you can do on the fuel you have left. On my way to a meeting in Manchester (over 100 miles for us) I did the entire trip on a boiling hot summers day with air-con off just to see how high I could get it. It really does become a bit of an obsession after a while especially when you realise you are pleased there is a 50 limit on the motorway as it may mean you save some fuel. I won't tell you the highest figure I have got it to as it will embarrass all of the Aero owners (although at the thought of saving fuel they have probably now flicked to the Saabsport section anyway!). You will be amazed how high it will go! I bet you try it although you probably won't embarrass yourself in public by telling people you have done it.

David Crooks will please any Aero fans who haven't turned the page with all of the talk of the dirty stuff with the registration of his 1999 Aero Estate. As will Dave Thornhill with his Silver 2000 Aero Estate. Thanks for your details guys.

All correspondence to:

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# 9-5REGISTER

hadn't put a variable speed on the intermittent setting on the wipers as other manufacturers had (they do now). How long have many smaller cars offered electric folding wing mirrors again something that is now available? When the 9-5 Aero was introduced, I think, to many it was quite a shock when compared to the 9000 Aero. The 9000 Aero had just about every extra you could want as standard including electric heated seats (although not my variable intermittent wiper setting!) then out came a model that was stripped back with about the only extra being a big turbo. If anybody has any thoughts on this, please do let us know.

On a slightly more positive note, there does seem to be a pretty neat plastic tray that can be fitted into the boot under in this compartment. I haven't seen one and at around £75 it isn't that cheap, but in comparison with losing a laptop, may be money well spent. I remember seeing a modified boot floor for a 9-5 Estate a few years ago which was done as the thin piece of carpet between the spare wheel and the boot floor but couldn't really hold anything. The modification was basically a piece of plywood with the carpet stuck on top of it and made a second solid floor. If anybody has tried anything like this or now wants to give it a go please send us a picture and we will put it in the next edition. With the long dark nights why not go into the garage and get the jigsaw out! Have a look on the website and you will see the Saab insert and with some sticky backed plastic and a few toilet rolls I am sure somebody can come up with a home-made alternative.

Think that's all for the first one of 2008. Thanks to everybody who contributed throughout last year and to those who have started this year with their details. Please do keep your details coming in.

Tim

## Andy's Mate Edgar the Aero

Andy Duckworth Member No 019835-8 writes: "I've just bought my second Saab in my driving life, my previous cars have ranged from an Austin Cambridge to a Jenson FF with a few Jaguars and a Lancia Integrale (which scared the cr\*p out of me every time I drove it!) in between.

"Anyway my first experience of the Saab marque was when I was offered a Saab 9000 Griffin, the one with the huge V6 lump up front, it was a joy to drive and I bought it without a second thought. It had 145,000 miles on the clock and still felt as though it had just come out of the showroom, it still smelt of leather inside. I had the car for about three years and in that time it sailed through the MOT every time apart from the last MOT when it failed on a number plate light which isn't that bad when you think about it, I don't think I ever had a problem with the car, it started on the coldest mornings and was quite economical, much more economical than the Jenson which whenever I filled it up at one of the old fashioned petrol stations, you know the kind with the old man and dog sat on a chair waiting for your custom, he used to come up to the car and say, "Can you switch it off as I have to keep up!" The Jenson wasn't an eco-friendly car, it did about 7mpg on a good run but on the upside it did have tractor four wheel drive and 7.2 litre engine which was nice.

"Anyway I've now bought a 1999 Saab 9-5 2.3 Aero hot estate as the Mrs was on at me to buy a car that we could take the kids and the dogs out in as before we were split between her Vectra (The Skip on wheels) and my MX5 (weekends and track days only). Since the Saab has been in the family it's cost me an arm and a leg at the local dealers to maintain, the water pump was the first to go, then I had it serviced under the advice of the dealer as the car came without a service history, then the Turbo went which luckily for me I found a cheap one from those nice people at Neo Bros and fitted it

myself, don't get me wrong I'm not complaining about Saabs in any way, I'm hooked, I think I always have been since I was driven about in my aunty Connie's old 99; she was a mad driver, I think one day she opened a box of cornflakes and a driving licence fell out! My aunty's 99 had a few problems with starting. My aunt used to carry a small ball peen hammer in the driver's door pocket and when the car wouldn't start she used open the bonnet and lay into the engine with the hammer, get back in and it would always start after it had been given the beans by my hammer wielding aunt. This is what endears me to certain types and makes of cars, they each have their own individuality and that's what I love about them, anyway here is to Edgar the Saab Aero Estate and many happy years together, if he ever comes out of the dealers that is!"

## DIU Failures

Michael Owen Membership No: 013030D-9 writes: "I'm a long-term Saab owner with my current vehicle (1999 Saab 9-5 3.0 V6 Griffin – A16 MJO) my fifth since 1990.

"In October 2005, whilst driving near Preston, I had an abrupt loss of engine power and the car cabin filled with acrid, electrical smoke. The fault was traced to a burnt-out front cylinder bank DI unit. As outside normal hours, self and car were transported the 40 miles home on a breakdown vehicle. (Car mileage was 95,000 miles.)

"A DI unit was not ex-stock at North West Saab dealers, so I had to wait five days for delivery of a factory order.

"Whilst trying to locate the replacement part, there were many comments that DI failure was a known Saab problem. On further investigation an Internet article came to light suggesting that Saab was planning a major worldwide recall on certain DI units. I decided to write to the Saab UK MD for assistance. The Saab Customer Relations Department replied agreeing to reimburse the full cost of the DI Unit and covering the cost of a catalyst check at a local Dealer but not agreeing to fund the cost of the other DI unit on the V6 engine as no recall action had been initiated for the UK. The catalyst proved to be OK.

"As might have been expected, in March 2006 (less than 3,000 miles after the original failure) the second DI unit failed suggesting there could be a batch-related fault to these units. This time there was an engine misfire and electrical smoke. Again I had to place a Saab factory order and it took another five days to return the car to service.

"I wrote to Saab Customer Relations once again. They agreed to refund the second DI unit and directed me to *Stratstone Saab* Manchester for a catalyst check. This time the vehicle failed and Saab sanctioned FOC catalyst replacement. Even this was not a straightforward process, as the Dealers sent me home on three separate occasions suggesting the car was OK, only to find after some 10 miles (when the car was really warm) it would misfire, surge, stall and finally the 'check engine light' would appear. The fault took some two weeks to cure and was corrected by replacing the lambda sensor – which Saab agreed to cover. The car runs well again and continues to give good service.

"I must give credit to Saab for backing their product in this way. I did, however, feel that Saab parts supply, in terms of field stocks and factory order turn round, did not meet expectations. My experiences with *Stratstone Saab* Manchester can only be described as most disappointing!

"As an unrelated comment, I think the front and back-end changes Saab have made to the latest model year 9-5s are dreadful. They have really spoilt the purity of line and, in my opinion, taken the car 'down market'."

Trevor Bayes

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# An enormous impact

**Roger Albert Clark Rally  
November, 2007**

Team Jayhawk

Jim Valentine and Julian Stocks

We must have been about 100 metres from the flying finish and I was watching the Escort closing fast from behind when it all went wrong. We hit a bump in the seemingly smooth track that shoved us off left of the stage. We were going so fast that by the time I looked up I had corrected back onto the stage by instinct, but the car over-corrected and we ran over the flying finish board on the right of the stage. I tried to nudge us gently back onto the stage but kinetic energy took over and the car leapt the ditch on the left. The first impact smashed the front left of the car. The pedal box disintegrated under my feet as the floor punched up towards me. Somewhere in the mayhem my knee flew with force into my face and, unusually, shut my mouth, unfortunately on my tongue. We had crashed into the bank at about 65 miles per hour. The car reared up into the air rolling up and over, looping upside-down, before crashing back onto the stage on the offside and coming to a standstill.

That was the end of our event back in 2006. For 2007 we hoped to do much better.

The Roger Albert Clark Rally looks to recreate the feel of the 1970's RAC Rally and is very well attended by spectators and competitors alike (do so many of them really need to compete in Escorts?). Over three days the event travels from Yorkshire to Cumbria, up into Scotland and then finishes in the Kielder forests. The competition is organised in three legs over three days and the competing cars cover around 800 miles on road sections and 175 stage miles.

Apart from preparing the car to endure three days of exacting rallying, the team organised four nights in hotels; a management car using a 9-5 Estate and a service barge using a VW LT 35 van and trailer; and spare parts including gearbox and all electrical and suspension parts split between the management car and service barge. We prepared 25 wheels and tyres to cover five different car set-ups; planned regular maintenance

stops and rendezvous points for the chase car; service jobs for the short dedicated service stops; and fuel stops with jerry can capacity for 180 litres of rally prepared fuel. Finally, every team member had a detailed itinerary of not only where he needed to be and when, but also where the rest of the team was and what they were up to at the same time. Obviously, these plans can often be abandoned in the light of events, and our rally was certainly eventful.

Being the only car in class B1 meant that we only had three historics to compete against and a finish would earn us first in class. The idea of putting in an entry was to prepare the team for longer events like the Acropolis Rally that we have our sights on. So the plan was to put in a seven-tenths performance pootle round and just get a finish. Ah, if only rallying was that simple.

## **Leg One: Elland Road, Leeds to Temple Newsam, the Yorkshire Forests, Greystoke and Carlisle.**

We were late out of the accommodation and only just made our due time for Main Time Control 1 for the start of the rally. The first two stages were a demonstration affair round Temple Newsam House followed by a long road section to six stages in the Yorkshire forests and two short services in Scarborough. The competing team got very out of shape, messing up the navigation between two stages, getting lost, handing in the wrong time card at a passage control and booking in late for service. To compound these errors I put the car too fast into a corner in the woodyard in Dalby Forest, went off stage with the front wheel and found something solid to hit. Although we didn't go in too hard, the smack deranged the front suspension and the car wouldn't steer straight for the rest of the event, despite some manful emergency repairs by the service crew.

We left the Yorkshire forests winged but still in the running for the long road section to Greystoke Forest in Cumbria. Along the

Send all Motor sport correspondence to:  
DAVID BARROW  
27 Lilac Avenue, Widnes, Cheshire, WA8 6SX E-mail: motorsport@saabclub.co.uk



SOMEWHERE IN THE MAYHEM MY KNEE FLEW WITH FORCE INTO MY FACE AND, UNUSUALLY, SHUT MY MOUTH, UNFORTUNATELY ON MY TONGUE. WE HAD CRASHED INTO THE BANK AT ABOUT 65 MILES PER HOUR.



way we had to check in at a time control in a pitch dark lay-by near Scotch Corner, lit only by a yellow flashing beacon on the marshal's 4x4. I'll long remember the drama of powerful rally cars parked in the dark as a lurking presence. While waiting for their due times, the competing crews were able to mingle and chat without the presence of spectators for the first time. I was talking to Jimmy McRae's navigator, they were behind us when we destroyed the car in Yorkshire last year. He says he remembers Jimmy passing underneath our car, and he looked up out of the side window at our car above him, we looped up the bank and back onto the stage landing just behind their car.

As we set off on the next long road section the lights on the rally car started to dim, we ran on side lights as much as we dared, but after an anxious hour the loss of power was starting to affect the ignition. It was clear we had a major problem. The management car that had gone on ahead waited for us and we dropped in behind it to run on just sidelights. Nick and the service barge, which had been on its way to Carlisle, turned around and we all met for an emergency rendezvous at Penrith truck stop. The service crew swapped the battery and after a heart-stopping half hour we were back in the event, just making the time control at the start of the stages at Greystoke. It was clear that the car was not charging so we had the life in the battery to get round two night stages. Serious pressure. And Greystoke is a very serious stage. One mistake and you either hit a solid bank or fall down a steep drop or ditch. In some ways it was nice not to be able to see what we were missing.

It was a relief to reach Carlisle main service at the end of the leg. The service crew fell on the car to try and make good the ravages of the first day and the whole team retired to the accommodation to get five hours' sleep before Sunday's restart.

### **Leg Two: Into Scotland and then on to the Lowlands.**

A tired team took the start and it was up into the stages centred on Dumfries and Heathhall. The stages were magnificent, remote and wild. In the forests of Ae we were roaring through the early morning mist, in amongst vast Christmas trees, a very atmospheric occasion. Jules and I agree that these sorts of stages are what rallying is all about.

Fewer running repairs at service and we were out to an afternoon loop of the famous rally stages, Castle O'er, Kershope, Twiglees and Ash Park. These went OK and by 4.00pm we were back at the start of the loop to repeat the run-through, this time in the dark. We were looking forward to doing some night stages with the spotlights on after the fiasco of the previous night. Things were going fine until on the run through Castle O'er when the car started losing power and misfiring. A mile from the end of the stage, after nearly 36 hours on the go, the engine cut as we took a square left. I pulled over, got the bonnet up and found the air filter box completely adrift. A field repair – a grand name for thumping the box back into place – was effected, but the car wouldn't restart. The old girl just wasn't having it and defeatism overtook me. I thought we'd had it and resigned to not finishing for a second year.

I hadn't counted on our good luck and the enthusiasm of the spectators. Amazingly, we had come to a stop where a senior

Saab technician and a friend with an automotive engineering degree were spectating. Furthermore, our management car team was parked 600 yards away on a main road parallel to the stage at the time (they are normally nowhere near as close, neither can they usually get to you on a stage). Willing hands were soon under the bonnet and, before our good fortune had really sunk in, a loose connection to the coil was replaced and we were very late, but back in the rally.

We made the Carlisle finish 25 minutes late and only dropped around four minutes on our competitive time. With fewer running repairs that night, the exhausted crews got to bed around midnight to grab six hours' sleep before Monday's start. To be honest, six hours felt like a lie-in.

### **Leg Three: 'Killer' Kielder: Hopehouse, Broomylinn and Roughside.**

Long part of rallying mythology, the famous stages around Kielder Water lay in store. We knew there were only six stages standing between us and the finish we had worked so hard for. However, Kielder's lethally slippery stages, with big drainage ditches on either side, have been the scene of many big accidents and famous-name retirements. Nick Pinkett rolled his Two-Stroke in Kielder earlier in the year, so we approached our first time in the forests with some trepidation.

It was astonishing how many cars would go out in these last stages. I guess a combination of nerves, fatigue and the stress of the schedule came to bear as the finish approached. Particularly heartbreaking was the sight of a Lancia Fulvia wedged upside down in a ditch a mile from the end of the very last stage.

We made the final time control at Carlisle to be greeted by a Mexican wave from the marshals there. We'd made it and as the photographs show we all took great pride in our achievement. Our competitive times were disastrous: the leader finished over an hour ahead of us. Nonetheless, although ours was the oldest car on the event and the least powerful by some margin, we finished first in class, third historic and 28th out of 35 starters. This sounds less impressive once you know we were in a class of one and there were only three historics running. If we'd driven harder we might have improved our overall position by one place, taking the Lancia Fulvia, which finished only 90 seconds in front of us, but to little purpose.

The event close was a ceremonial finish ramp in Carlisle with a presentation from the Mayor and event sponsors. A truly British affair, as the VIPs huddled from the cold in a shelter outside the Lakeland store in the pedestrian area of Carlisle city centre. Slightly bemused Christmas shoppers mingled with enthusiasts, school kids on their way home, council workmen waiting for the end of the event to turn the shelter into Santa's grotto and three charming young men in tracksuits who were very blatantly trying to steal a chained up BMX bike by kicking it a lot. The left-hand drive rally car confused the mayor, so Julian handled the driver interviews.

We had had an unforgettable three days. I still can't quite believe I drove down to Leeds with the service barge and the car on the trailer that evening. We'll know to stop in Carlisle next year.



*From Left to Right:  
Nick Sparks, John Sparks, Julian Stocks, Jim Valentine,  
John Harrison, and Nick Pinkett.*

This photograph was taken after three days of competition, four minutes after the finish and the stupid grins tell their own story. I don't know why people think that rallying is about the drivers, finishing the rally was only possible with the hard work of the event team as a whole. Beyond these team Members Chris Partington and David Handley of Hajero Racing deserve great credit for the car preparation. Furthermore, the RAC Rally itself would be impossible without the contribution of hundreds of volunteers.

#### **More about the team**

Nick Sparks organised the fixed services and managed the service barge, we have him to thank for shelter from the rain, he also ran 400 metres down one of the service areas to give the driver his antibiotic when the driver was too stupid to find them during a halt, so we'll forgive him locking the helmets in the service barge, before leaving the keys in the hotel at the start of the third leg. John Sparks has been our service chief since we started, he drove the management car for 14 hours a day chasing the rally car before starting on the lengthy running repairs of the car at the end of the day. All that quite apart from his extraordinary coolness when presented with a broken car.

Twenty minutes later he got the car moving again, but using only tools and material at hand. Julian Stocks, who retired at the end of this event, has been the co-driver on the team since we started rallying. I doubt we'll ever find anyone as good on pace notes again, but we might find a navigator that can get out of bed on time. Julian has been surprisingly obliging about being rolled twice, spun four or five times, driven into boulders and last year driven into an earthbank at speed. He has also been a hoot to share those drunken nights in Central Wales with. Jim Valentine meanwhile pretends to be a driver. John Harrison helped with the management team last year but really came into his own on this event, revealing a surprisingly detailed knowledge of the 96 car. John, of course, had a very successful career in his own 99 and his experience and wisdom helped keep both the management car and the whole team on course. Nick Pinkett is normally a competitor, but for the RAC offered to help out on the service team. When our car pulled into service Nick was there with the butties and brews that make it possible to keep to the gruelling schedule of the rally, that in itself would have been a terrific contribution, but his technical knowledge of the car was put to great use as well.

# Team Jayhawk revealed

# SAABSPORT



## Not quite getting it right

The four images show our progress round one of the more technical corners on the RAC Rally. The corner itself has a wide approach, the stage then turns very acute left. As you make the turn, the road ahead is extremely narrow and only just wider than the car between two banks. The track at this point is a big, muddy and cut up hole, you would certainly not take a road car down this route lightly, it being four-wheel drive territory.

We approached the corner at some speed in second gear coming out of the previous corner. The car was positioned between the two arrows that mark the junction. Left foot on the foot brake to slow the car, right hand selects first gear under braking using the free-wheel clutch. Left hand turns the steering wheel to show the car the direction to travel in, probably only a quarter turn, before straightening to deliver the power out of the corner, the major direction change being mostly effected by use of the foot and handbrakes. Eyes look in the direction we want to travel in, examine the track between the banks, as this is unsighted before the corner entry, and establish that the road goes straight ahead after the corner. Right hand pulls on the handbrake hard and swiftly, then returns to the steering, while the right foot applies power. Back of the car swings out to put it on line to effect a slow in and fast out corner. In principle.

What I actually did was mostly right. We approached at speed but didn't get the rotation quite right so, while the front of the car did what was expected of it, the back didn't get far enough round. In the second picture you can see the car braking and turning hard, note the compressed suspension of the rear wheel under handbrake. Positioning at this point is

about right with the car not too close to the apex of the corner to allow for the handbrake rotating the car into the corner. In the third picture we are not crashing, the left rear wheel is running up the bank having not cleared the corner, the right rear suspension is compressed fully to accommodate. As a consequence, in picture four, the back of the car is airborne with the wheel hanging on the catch straps at the bottom of the suspension travel. In fairness we carried a lot of speed through this corner. However, it is errors such as this that can damage your car. In different circumstances the corner on the inside of the car could have been less benign which might have done much more damage.

The images give you some idea of the stresses that a rally car is put under and the punishment they get. This corner was one small part of 148 competitive stage miles. One of the challenges of rallying is the sheer number of corners taken on the stages unseen, to say nothing of dealing with rapidly changing surfaces and consequentially different levels of traction and grip, all unknown before you're actually in or on them.

Jim Valentine

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### 95 Estate

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## 96 V4

### 96 V4 Silver Jubilee

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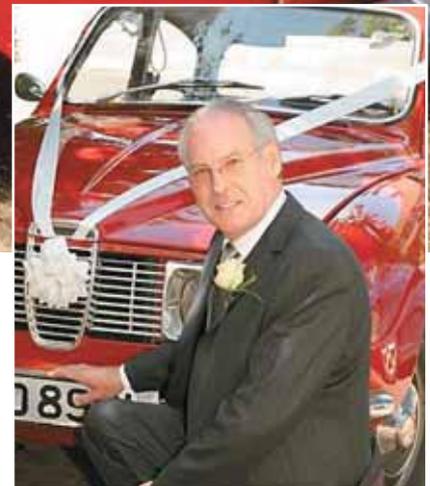
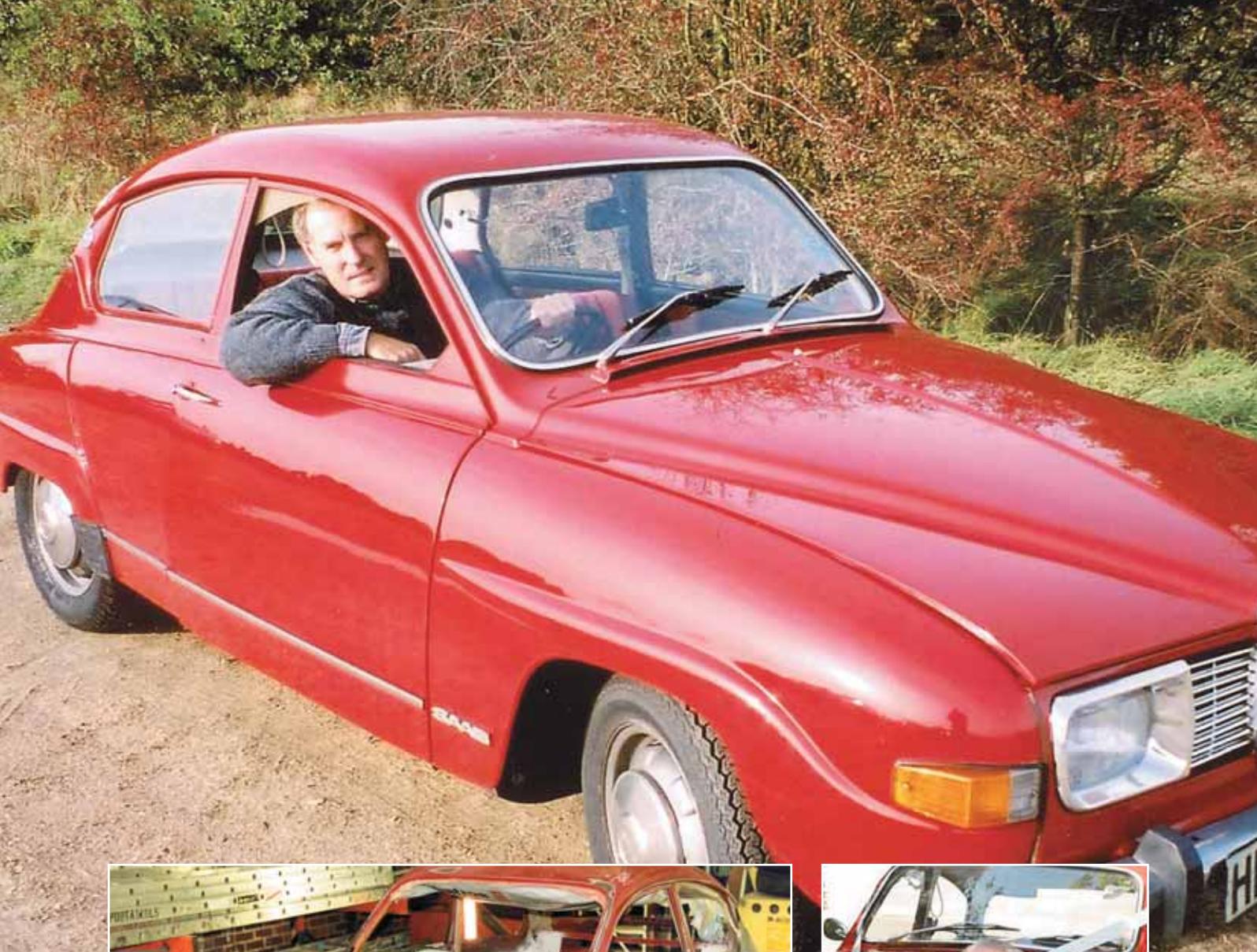
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After reading in the last issue of 'Driver' that Martyn Gibbs had put OLY up for sale, I could not resist ringing Martin to talk over the story of its history with him. I knew from the story you printed that this was my ideal V4 if ever I could get hold of one and the more he described its condition I knew a visit would probably result in a purchase!

I already own HBD 896 L a 1973/1974 V4 in Red which I lovingly restored about eight years ago and have been driving for about three years in its smart new condition. The problem with the dear old thing was it was in a pretty sad state when I bought it for £750 and then I had every intention of doing a really good job on it myself. Months dragged into years and the project turned into a major restoration job which I had to get expert help with. The final result was a splendid effort by all involved and I had the knowledge that every part of that car



was nearly as good as when it was made. You can see from the pictures how much work that involved.

However, a lot of the restoration involved fitting new parts or parts from other cars, and the engine certainly wasn't the original. I secretly hankered after an original with a known history and Martyn's V4 De-Luxe was just my dream come true. So with very little indecision I have bought OYL 202F from Martyn, and will eventually have to sell my dear old V4 to partly pay for my new pride and joy. To see just how much care has been taken with OLY over the years is outstanding. It really looks just as it left the showroom, and Martyn had faithfully kept all the documents including the original purchase invoice, which all goes to give it the pedigree it deserves. I will, of course, keep the record going and lavish all the care and experience I have had from owning my own little beauty. I have

always thought round headlights suited the 96 best, (some will disagree no doubt) so now I can enjoy the pleasure from owning one of the best looking motors on the roads today.

Just to sing the praises of my original V4 again, I include a photo of me in my best togs and the old motor with white ribbons streaming from the bonnet. To my great surprise I was asked by my daughter to chauffeur her to her wedding in May this year on a gorgeous summer afternoon. There were all sorts of unfounded rumours that it would never get there (about 20 miles) and that I would arrive with grease on my hands. All doubts turned out unfounded, and we have some lovely pictures of a very original gleaming limousine delivering me and the bride, complementing her dress and blushing smiles completely.

Clive Patterson

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UP TO 36	FREE	£10.00
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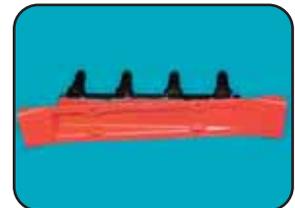
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# PRODUCT OFFER



## Beat number plate theft with



More motorists should take note of police advice and fit anti-theft number plates to their cars rather than run the risk of falling victim to one of the country's fastest-growing crimes.

That's the view of the UK's largest number plate manufacturer, Hills, who says there is a simple and cost-effective solution to the escalating problem thanks to its patented SecurePlate system, which is the only theft-resistant number plate to be approved by the DVLA.

Latest police figures show more than 40,000 number plates are stolen annually and used by thieves to commit a range of crimes such as evading payment at petrol station forecourts and disguising stolen vehicles.

SecurePlate is specially designed to shatter into pieces, making it impossible to use on any other vehicle, and is

approved by Secured by Design, a national crime prevention initiative supported by top police officers.

The SecurePlate concept has also been endorsed by the top police officer in charge of fighting vehicle crime. Supt John Wake, head of the Vehicle Crime Intelligence Service, says "SecurePlate is the way forward in combating number plate theft".

"SecurePlate is a cost-effective deterrent and should not be confused with other products on the market, such as clutch head screws, which are neither DVLA approved nor foolproof," adds Mark Debenham, SecurePlate's Sales and Marketing Director.

*Nationwide stockist details for SecurePlate, which cost from £39.95 a set, are available at [www.secureplate.com](http://www.secureplate.com) or call Hills Numberplates on 0121 623 8106.*

We have a set of SecurePlate number plates to give away to one lucky reader – worth £39.95.

To enter, simply answer the following question and post or fax back – please see the details below:

**How many number plates are stolen each year?**

**A:**

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

Address \_\_\_\_\_

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

Please post or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.

Fax no: 0113 255 6887. Entries close 1st February 2008. The winners will be the first three correct entries drawn at random.



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Saab 93



OFFICIAL FUEL CONSUMPTION FIGURES FOR SAAB 9-3 SPORT SALOON RANGE IN MPG (LITRES/100KM): URBAN 16.7-39.2 (7.2-16.9), EXTRA URBAN 39.2-64.2 (4.4-7.2), COMBINED 26.2-52.3 (5.4-10.8). CO<sub>2</sub> EMISSIONS IN G/KM: 147-259.

Model shown is Aero 2.0T (210 bhp) £25,995 OTR. All prices correct at time of going to press.