

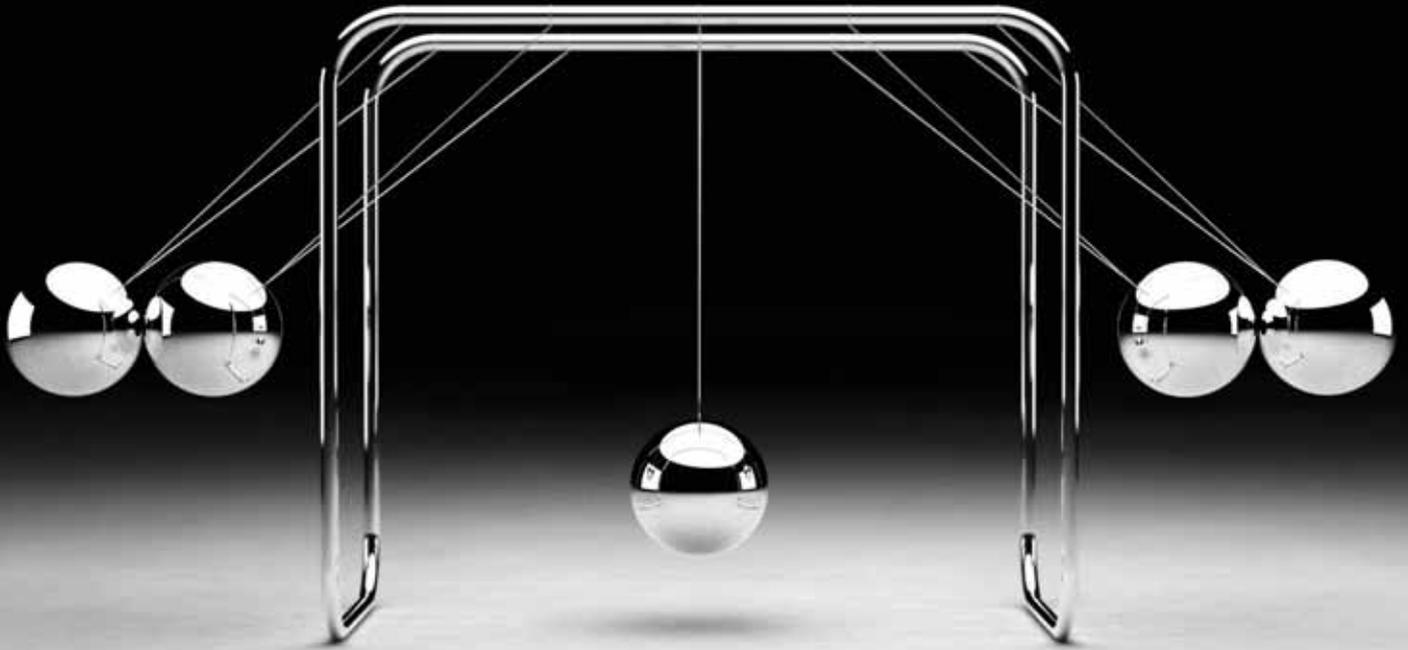
SAAB DRIVER

JULY/AUG 2007 • ISSUE 4/2007 • £5.00

The Magazine of the Saab Owners Club of Great Britain Limited



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move your mind™



8



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This issue's cover features Peter Briggs' two-stroke Sonett II at the spring weekend in Ironbridge 2007.

Please state your Membership number in all correspondence

Designed & produced by: Mypec, The Old Pottery, Fulneck, Pudsey, Leeds LS28 8NT. Tel: 0113 255 6866 E-mail: info@mypec.co.uk Web: www.mypec.co.uk

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Annual General Meeting

The Annual General Meeting Of The Club will be held on Saturday 13th October 2007.

Members are reminded that items for inclusion on the Agenda and Nominations for the Board of Directors must be received by the Secretary (address on page 5) no later than Saturday 4th August 2007.

Under clause 18 (as amended) of the articles of association, the text of any matter to be discussed at the AGM must be signed by two Members and sent to the Secretary by the above date.

Nomination Forms for the election of Directors are available from the Club Secretary on request (please include an SAE).

BY ORDER OF THE BOARD
Peter J Turner – Secretary

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- Grey Mat Set 900cv **£39.95**
- Alarm Kit 9-3 **£339.95**
- Park Assist 9-5 Est **£139.99**
- Pioneer CDXP630s Autochanger **£69.99**

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- Red DI Units **£175**
- CD Changer 9-5 Sal, 9-3 98-03 **£375**
- CD Changers 9-5 Est **£400**
- Dash CD Changer 9-3 Sports **£375**

EDINBURGH

- Saab First Aid Kits **£10**
- CD Changers 9-5, 9-3 98-03 **£375**

PERTH

Saab 900 Classic

Part No	Description	RRP	Sale Price	Model	
40400440	Speaker Kit Cam	£37.32	£40.00	79-93	G
99545	Reverse Parking Aid	£90.00	£70.00	All	G
923545	Front Window Moulding	£42.54	£5.00	86-89	E
923753	Decor Strip Lower Window	£24.88	£5.00	86-89 3dr-2dr 5'	E
923802	Rh Front Wing Mid	£ 30.12	£ 5.00	89-93	E
752663	Fuel Pump	£170.00	£33.37	86 - 89	N
752657	8 Valve Head Gasket	£24.57	£14.95	86 - 93	N
885740	Thermo Monitor 8201	£53.49	£29.95	86 - 93	N
931461	Valve J (gr System)	£54.59	£19.99	8201 86 - 92	N
891520	Rear Brake Pad Kit	£11.58	£5.00	1986 - 1987	P
891064	Front Brake Pad Kit	£18.81	£10.00	1986 - 1987	P
895481	Rear Caliper Bleed Nipple	£8.51	£2.50	1986 - 1993	P

Saab 900

Part No	Description	RRP	Sale Price	Model	
10424827	Sill Trim	£37.77	£20.00	3 Door	G
439540	Air Belt	£35.89	£30.00	V6 Model	G
448101	Fog Lamp	£93.70	£40.00	All Models	G
870536	Clutch	£203.65	£120.00	94-97 Model	G
452796	Access Pip	£19.18	£60.00	94-97 Model	G
424056	Sill Cover L/H/L	£36.54	£30.00	All 3dr Models	E
424825	Sill Cover L/H/R	£33.76	£30.00	All 3dr & Cr	E
424850	Sill Cover L/R/R	£22.43	£5.00	All 3dr & Cr	E
4462072	Rear Brake Pad	£22.89	£8.50	94-96	E
489258	Seat Belt Lh	£ 179.23	£ 25.00	79-98 (5 Door)	E
488549	Antenna	£ 31.96	£ 15.00	94-98	N
472167	Loudspeaker R/ Cx	£75.88	£5.00	94 - 98	N
424867	Grille Assy	£96.30	£9.00	94 - 98	N
457422	Seat Height Control	£189.41	£9.99	94 - 98	N
482893	Lh Ft Door Lock	£71.83	£4.99	98	N
5000146	Rh Ft Inver Door Pnl Beige	£340.35	£79.99	98 5dr	N
800005670	Power Autochanger	£289.95	£75.00		N
4646477	Front Shock Absorber £150.48	£47.95	£4 - 98	P	P
4234886	Lh Front Seatbelt	£105.34	£75.00	94 - 98 3 Dr	P
427203	Crankst-Position Sensor	£122.44	£65.00	94 - 98	P
4588877	Alarm Control Unit	£386.70	£15.00	96 - 98 (Wash/Wat)	P
488986	Lh Mirror Cover	£23.74	£8.50	94 - 98	P
962485	Nik Spark Plug	£15.05	£3.50	V6 Petrol (8cyl)	P
4508081	Mirror Adjust Motor	£105.61	£55.10	94 - 98	P
448753	Front Bumper Chrome Moulding	£57.09	£35.50	94 - 98	P
444437	Exhaust Front Pipe	£147.59	£52.68	94 - 96 3204 & 3208 Engine Cols	P
511741	Lh Front Door Apertures Seal	£90.75	£47.50	94 - 98 3dr	P
481884	Rh Mirror Glass	£76.81	£40.00	94 - 98 With Wide Angle	P
4712026	Rh Mirror Frame	£122.14	£63.70	94 - 98	P
10446201	Fog Lamp	£35.00	1994 - 98	G	
448978	Rh Headlamp	£50.00	94-98	E	

Saab 9000

Part No	Description	RRP	Sale Price	Model	
10192929	Exhaust Front Pipe	£143.89	£26.89	87 - 89	P
952312	Lh Headlamp Glass	£75.52	£20.22	88 - 94	P
490479	Clutch Slave Cylinder	£108.89	£65.75	90 - 93	P
8994312	Front Lower Arm Balljoint Kit	£24.09	£9.50	85 - 98	P
9137928	Coolant Pipe	£79.23	£31.87	90 - 93 8234 Engine Water Pump	P
- Turbo	P				
419087	Power Steering Hose	£80.52	£52.10	90 - 98 Reservoir - Steering Box	P
421720	Crankshaft Position Sensor	£122.44	£65.00	94 - 98	P
966573	Rh Rear Axle Roll Bar Link	£48.50	£21.28	85 - 91	P
984201	Engine Underlay	£59.29		90 - 98	P
10 950257	Headlamp Lens	£20.00		My 86-89	G
10950165	Headlamp Lens	£20.00		My 86-89	G
10 912306	Tail Lamp	£35.00		My 88-94	G
10497092	Windscreen	£60.00		All	G
104630191	Water Pump	£20.00		My 91 - 93 2.0i	G
109123181	Flasher Lamp	£30.00		My 86 - 89	G
10 416291	Downpipe	£30.00		My 93 2.0 iV	E
908688	Rear Wiper Motor	£60.00		9000s 94-98	E
546618	Rear Sensor	£30.00		9000 iV Models	E
4244540	Rh Indicator	£25.00		Cy 93-94	E
1029624	Front Wheel Arch Mid Rh	£35.00		94-98	E
4244640	Indicator Lamp Rh	£79.40		Cy Models	E
423296	Rt Exhaust Pipe	£150.75	£10.00	8202a 91 - 92	N

4142811	Rt Exhaust Pipe	£140.89	£10.00	2.0i 91	N
4190187	Hose(Reservoir To Rack)	£74.99	£29.99	94 - 98	N
4495420	Rh Elec Seat Switch	£177.38	£9.99	94 - 98	N
8828154	Tronic Unit	£754.48	£21.50	8234 85-87	N
9238024	Rh Rr Chassis Leg	£128.54	£75.00	86-98	N
4588311	Eng Mfg Vh	£112.24	£9.95	94 - 98	N
4142817	Rt Exhaust Pipe	£140.89	£70.00	8234 90 - 93	N
4094867	Hilamp Motor Lh	£33.25	£2.88	94 - 98	N
9882621	Radiator 8202	£262.25	£4.99	90 - 93	N
8919292	Front Exhaust Pipe	£122.46	£45.00	9000 87-89	N
9553112	No Headlamp Glass	£61.80	£25.00	1988 - 1994	P
8767996	Idle Air Control Valve	£248.16	£150.00	8234 90 - 93	P
8988123	F Brake Pad Retaining Spring	£12.50	£5.00	1985 - 1988	P
4072385	Cabin Air Filter	£43.25	£14.50	1992 - 1998	P
4945887	Clutch Slave Cylinder	£125.40	£53.50	1994 - 1998	P
4945879	Clutch Slave Cylinder	£125.40	£53.50	1991 - 1993	P
4564291	Air Can V Belt	£31.05	£17.50	1985 - 1993	P
8730744	Gear Selector Rod Seal	£18.43	£5.00	1990 - 1993	P
8945113	Rear Act Supp Link Rh	£87.64	£49.50	1985 - 1991	P
8994583	Swearing Drag Link End	£18.45	£10.00	1985 - 1998	P
8994212	Front Ball Joint	£23.15	£12.00	1985 - 1998	P
895481	Brake Caliper Bleed Nipple	£8.03	£2.50	1986 - 1993	P

Saab 9-3

Part No	Description	RRP	Sale Price	Model	
5359123	Heater Knob Shift Kit	£22.00	£8.91	96 - 03	P
485325	5th Bow Latch Motor Lock	£214.03	£133.95	96 - 03 Conv	P
4858880	Rh Front Door Handle	£116.67	£79.00	96 - 03	P
4904660	Rear Airbag	£115.43	£43.50	96 - 03	P
4925390	Clutch Master Cylinder Hose	£67.97	£35.80	96 - 03	P
495681	Front Bumper	£457.80	£200.00	96 - 03 (Printed Ready To Paint)	P
5147995	Inlet Manifold Pressure Sensor	£62.52	£32.50	96 - 03 2.3 Diesel	P
5240555	Positive Battery Cable	£76.90	£48.50	96 - 03	P
9953271	Engine Oil Pump	£223.10	£170.50	96 - 03 8205a1235a1235a1235	P
9958796	Nik Spark Plug - 8cyl/16v	£15.00	£4.45	96 - 03 8234 Engine	P
400101014	16" 5 Spoke Alloy Wheel	£219.22	£101.59	96 - 03 (Alu 37) Anniversary	P
Edison	P				
7534442	Nik Spark Plug - 8cyl/16v	£13.18	£3.95	96 - 03 Ayl Petrol Engine	P
8999557	Cyl Head Valve Tappetguide	£45.41	£35.00	96 - 03 Ayl Petrol Engine	P
Awk 1	17" Alloy Wheel Kit With Tyres	£800.00	£400.00	All	G
Awk 2	17" Alloy Wheel Kit With Tyres	£1,200.00	£600.00	All	G
40 12787995	17" Multi Spoke Alloy Wheel	£156.46	£125.00	All	G
40 12787995	17" Alloy Wheel Kit With Tyres	£1,000.00	£600.00	All	G
10 12802167	Front Brake Pad Kit	£108.72	£65.00	Aero Model	G
10 4505919	Nat Door Skin	£214.24	£100.00	3 Dr -2002	G
4773396	Clutch Kit	£192.70	£50.00	2.1TD 96-03	E

Saab 9-5

Part No	Description	RRP	Sale Price	Model	
40 40006381	rubber boot mat	£66.95	£50.00	4 door saloon	G
4040006413	telephone post	£34.94	£27.95	my 98 - 07	G
40400126470	6 disc cd changer	£282.94	£275.00	my 98 - 05	G
40 400128849	alloy wheel (alu 41)	£190.00	£150.00	all	G
40 40013150	17" 5 spoke alloy wheel	£296.95	£175.00	all	G
40 400133885	alloy wheel (alu 51)	£268.95	£165.00	all	G
10 12806122	info display	£214.14	£145.00	my 2001	G
40 12805074	park assist kit	£279.96	£200.00	estate my 2005	G
40 30535468	car door	£448.34	£250.00	4 door model	G
40800000798	rr boot spoiler	£365.00	£170.00	4dr - 2004	G
10476744	o/s headlamp lens	£60.79	£35.00	my 98 - 02	G
400130520	Cruise Control	£128.02	£73.86	9-5 98-07	E
400104381	Boot mat	£66.95	£29.95	9-5 iV	E
400106117	Rear spoiler	£208.95	£100.00	9-5 iV 98-05	E
12000572	Park assist	£279.95	£150.00	9-5 iV 2005	E
538866	Rear window	£549.86	£170.00	95 est	E
5329891	front exhaust pipe	£193.00	£40.00	2.1TD	E
5401446	Rear spoiler	£30.00	£101.09	2002-2003	E

Keyline: E=Edinburgh G=Glasgow N=Newcastle P=Perth

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Western



Who'swho

For Club Membership, Renewals, Change of Address, Club Queries.

Contact the Membership Team on:

Tel: 01954 232810 Fax: 01954 232106 E-mail: membership@saabclub.co.uk

Postal Address

PO Box 1063, Octagon House, Swavesey, Cambridge, CB24 4YR

Club Insurance Schemes – Tel: 0800 298 4071

Important

Please quote your Membership number on ALL correspondence

Contributions

Please send your contributions to: 'DRIVER' Editor, DAVE GARNETT, Gorseley Field House, Birtle, Bury, BL9 6UD. editor@saabclub.co.uk

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

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

Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements – see details on page 64

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

Sept/Oct 2007 ISSUE: 20th July 2007

Nov/Dec 2007 ISSUE: 21st September 2007

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:

Kay Scott

KJS Advertising Tel: 01943 461679

Email: kjsadvertising@btinternet.com

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

Manor Heath, Manor Brow, Keswick, Cumbria CA12 4AP

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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.

Chairman

Peter Turner

Phone/Fax: 01206 563976
236 Straight Road, Lexden,
Colchester CO3 9DU
E: shows@saabclub.co.uk

Vice Chairman

Dave Garnett

Phone: 01706 368724
Gorseley Field House,
Birtle, Bury, BL9 6UD
E: editor@saabclub.co.uk

Vice Chairman

Richard Elliott

Phone: 01457 852944
'The Quorls', 9 Wheatcroft,
Hadfield, Glossop, SK13 2EN.
E: technical@saabclub.co.uk

Treasurer/Company Secretary

Keith Copperwheat

Phone: 01692 535482
Cobble End Cottage, Pennygate, Barton
Turf, Norfolk NR12 8BG
E: finance@saabclub.co.uk

Directors

Motorsport Secretary

David Barrow

Phone: 0151 510 0681
27 Lilac Avenue, Widnes, Cheshire,
WA8 6SX
E: motorsport@saabclub.co.uk

Information Technology

Toby Field

Phone: 01323 767068
78 Foxglove Road, Eastbourne,
East Sussex BN23 8BX
E: it@saabclub.co.uk

Regional Groups' Co-ordinator

Ellie Wilson

Phone: 01527 403596
43 Towbury Close, Oakenshaw South,
Redditch, Worcestershire, B98 7YZ
E: elli.wilson@virgin.net

Non Directors

International Liaison

Iain Hodcroft

Phone: 07976 314012
Fax: 01942 878738
330 Manchester Road,
Tyldesley, M29 8NN
E: international@saabclub.co.uk

Librarian/Historian/Press & Publicity

Keith Long

Phone/Fax: 01226 385139
10 Byrne Close, Barugh Green,
Barnsley, South Yorks S75 1NS
E: history@saabclub.co.uk

Valuer

Ken Dover

Manor Heath, Manor Brow, Keswick,
Cumbria CA12 4AP
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Shopkeeper

Molly Kenchington

Phone: 01780 720 541
32 Kethorpe Close, Ketton, Stamford
Lincs, PE9 3RS
E: shop@saabclub.co.uk

Membership Team Number: 01954 232810 – 9.00am to 5.00pm – Monday to Friday

Steeringwheel



With only a few weeks to the Oatcake Rally at Uttoxeter there is still time to send off your booking form for a great Saab weekend (see pages 32-33). The West Midlands and Warwickshire Group has been busy getting things organised and to celebrate '60 years of Saab' we require as many Saabs as possible from 'two strokes to turbos' including those elusive 96 V4s and 99s. We just hope the weather will be kind to us for that weekend.

Looking back to April the Spring Weekend at Ironbridge in Shropshire was a great success and as such will feature again in next year's events.

The Peaks and Dales leisure drive is an established event and this year was blessed with excellent weather the views from the Derbyshire Peaks are breathtaking as were some of the roads on Mike Doughty's interesting route.

In the last edition of 'Driver' it was announced that the Two Stroke Registrar, David Fielden, and the 9000 Registrar, Dave Garnett, were relinquishing their respective roles and replacement registrars were required. My telephone has not stopped ringing I jest!

In addition, the third Dave, Dave Salt, who looks after the 900 Register, has

also indicated his wish to stand down from this position as soon as a replacement can be found. So if anyone is interested in becoming a Registrar give me a call or contact the appropriate Dave.

We are also planning a Membership recruitment drive, which will also include promoting the Club to Saab dealers, independent specialists and the press. We require someone to take on this important task contact me for more information.

I will be attending the National 'Oatcake' Rally at Uttoxeter hope to meet you there.

Safe Driving, Peter Turner

“ The West Midlands and Warwickshire Group has been busy getting things organised and to celebrate '60 years of Saab' we require as many Saabs as possible from 'two strokes to turbos'...

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 September 2007, and our editorial deadline is 20 July 2007.

All submissions should be sent in the first instance to:

The Editor, Dave Garnett,
c/o Gorseley 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.

Jubilee National Meeting, Hunderfossen 20-22 July 2007

To everyone's considerable surprise, the GSV will celebrate 30 years of more or less organised Saab activities in 2007.

This will be duly celebrated at Hunderfossen (just north of Lillehammer) over the weekend of 20-22 July, just before the start of the North Cape Tour.

For Members of the GSV, the Annual General Assembly will be held on the morning of Saturday, 21 July, and the Hunderfossen 'Trollsøl' (well known to old 'Saabiad' hands) has been booked for the Jubilee Dinner the same evening.

With usual modesty, we have also reserved all the hotel rooms and cabins of the Hunderfossen Tourist Centre.

Quality Hotel and Resort Hunderfossen, NO-2625 Fåberg

Norge. Phone: +47 61 274000 Fax: +47 61 277212
email: hunderfossen@quality.choice.no
Ref.Gammalsaabens Venner Contact: Kari Syversen,

More details, including prices, will be made available to the participants (please forward your e-mail address if possible).

Please note that the Jubilee Meeting is a separate event from the North Cape tour, although the start of the latter will be at Hunderfossen on the 22nd.

We do hope that as many as possible will take part in both, of course!

Contact for both events:

Anne Andersen, Håkon Håkonsons gt. 12, NO-2316 Hamar, Norge

Tel: +47 62527177 Mobile: +47 90605008 Email: anne@gsv.no

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Saab helps drive for cleaner heir

“ Saab is the first, and only, volume car company in the UK to offer an alternative fuel engine in every car in its range...

His Royal Highness The Prince of Wales has given Saab BioPower the green light, getting behind the wheel of the UK's first eco-friendly convertible. Well known for his interest in the environment, Prince Charles had a number of questions for Jonathan Nash, the Managing Director of Saab Great Britain, at a meeting which preceded the London to Brighton eco-car rally which took place on 6 June 2007, on World Environment Day. Prince Charles, who already runs some of his private vehicles on biofuels, had previously expressed an interest in Saab's innovative BioPower

flex-fuel technology, which allows its cars to run on the eco-friendly yet potent fuel source bioethanol E85.

Made from different kinds of plant matter, bioethanol E85 does not significantly raise atmospheric greenhouse gas levels due to the fact that the plants used to produce the fuel absorb carbon dioxide (CO₂) from the atmosphere during their growing process. Saab is the first, and only, volume car company in the UK to offer an alternative fuel engine in every car in its range, including in the iconic 9-3 Convertible.



STOP PRESS

New 9-3 range announced

The new Saab 9-3 range features bold, more assertive looks, reflecting a series of powertrain improvements that include the introduction of all-wheel drive and more powerful diesel, petrol and BioPower flex-fuel engines.

The distinctive frontal styling, inspired by Saab's award-winning Aero X concept car, is designed to reinforce the range's sporty appeal. Its engine line-up will ultimately include an innovative 180hp (132 kW), twin-turbo 1.9 diesel, an updated 280hp (206 kW), 2.8V6 turbo petrol engine and an additional 175hp 2.0t Saab BioPower option, delivering 200hp (147 kW) when running on bioethanol E85 fuel.

New state-of-the-art cross wheel drive system

The state-of-the-art all-wheel drive system (Saab XWD 'cross wheel drive') is exclusive to Saab 9-3 Aero Sport Saloon and SportWagon models. Saab XWD is a fully automatic, on-demand system capable of sending up to 100 per cent of engine torque to the front or rear wheels whenever necessary. It features innovative developments in wheel slip management and the use of an electronically-controlled rear limited-slip differential, designed to optimise handling and stability in all driving conditions.

The system is governed by its own electronic control unit, which functions in harness with the engine, transmission and ABS/ESP control modules. The hardware consists of a Power Take-off Unit (PTU) in the front final-drive that transmits engine torque through a prop-shaft to the Rear Drive Module (RDM). This incorporates a Torque Transfer Device (TTD) and an optional electronically-controlled Limited Slip Differential (eLSD). Both are wet, multi-plate clutch units from Haldex.

The ultimate 'icing on the cake' with Saab XWD is the eLSD option. This is the first application of an electronically-controlled, rear limited slip differential in this segment of the market. The eLSD is installed alongside the RDM and operates via pressurised clutch plates on a principle similar to the larger

TTD. In icy or wet split-friction conditions, for example, it uses inputs from the rear wheel speed sensors and can transfer up to 40 per cent of torque between the drive shafts, to whichever wheel has more grip.

Saab XWD will be available to order a few months after launch of the new 9-3 range this September.

Class-leading twin turbo diesel engine

The new 9-3 range features a powerful new four cylinder diesel engine with a unique twin turbocharging system, giving class-leading levels of efficiency. The 1.9-litre, 16-valve engine, badged TTD, produces 180hp (132 kW) and 400Nm of maximum torque, specific power outputs that are unmatched among competitor products on the market. With combined fuel consumption of 47.9mpg projected for the Sport Saloon, this engine also offers class-leading economy, together with in-gear performance on a par with the 2.8V6 turbo petrol engine.

The Saab 1.9 TTD engine meets a growing demand from drivers unwilling to sacrifice performance in the interests of fuel economy. With power characteristics typical of a much larger engine, it is an example of Saab's commitment to 'right-sizing', the achievement of 'big' engine performance without the usual drawbacks, such as extra weight, bulk and higher fuel consumption.

In recognition of its outstanding performance, the Saab 1.9 TTD engine is available in Aero specification, as well as Vector Sport. It is offered in all three body styles, in addition to the current 120 (88 kW) and 150hp (110 kW) 1.9 TiD engines, with a choice of six-speed manual or automatic transmissions.

The 1.9 TTD will be available to order a few months after launch of the new 9-3 range this September.

Revised and simplified model range for MY08

As of model year 2008 (MY08), the Saab range will be offered with a simplified but comprehensive set of trim levels, comprising Airflow, Linear SE, Vector Sport and Aero.

Are you being serviced?

Nearly five million motorists risk costly repairs by failing to service regularly. Make sure your car is fit for summer motoring.

Kwik-Fit says that millions of motorists are on a collision course with a huge repair bill after its research found that 4.1 million, or one in eight, British car owners are failing to get their car serviced on a regular basis. Worse still, 761,000 (2%) motorists said that they never service their car.

Of those motorists who service their cars irregularly, 2.5 million (8%) of motorists only service their car when they feel it needs it, 1.3 million (4%) do so when they can afford to with a further 331,000 (1%) servicing only when they remember to. This seems to ignore the servicing intervals provided with each car.

David White, customer services director at Kwik-Fit explains: "While MOTs check a car's roadworthiness once a year, regular maintenance and servicing is just as important. Servicing helps to keep a car in good, safe, running order and minimises the chances of developing problems that could be both costly and inconvenient to repair. Spending a hundred pounds or so on a service can often avoid huge bills later on – that's why it's called pro-active maintenance."

The majority (51%) of motorists who service their car irregularly said that the biggest reason to service a car is to get it through an MOT. Only 27% of them cited safety as a

reason, less still (10%) said performance. And despite cars being the second biggest purchase most people make in their lives, only 3% cited 'maintaining the car's value' as a good reason to get it serviced.

Fortunately most motorists are more organised. Over 12.5 million car owners (40%) follow the manufacturer's recommended service intervals, 11 million (36%) service their cars on an annual basis, 1.2 million (4%) every 12,000 miles and one million (3%) bi-annually.

Whether you service your car regularly or not, all motorists should be interested to hear that at Kwik-Fit they will save up to £25 by having their car MOT'd and serviced at the same time by specially trained service technicians. Indeed 19.9 million motorists said they often try to combine servicing with an MOT, and five million motorists said they would certainly try to do so if it saved them money. David White summarised: "Our research shows that motorists can be pretty disorganised when it comes to looking after their cars. That's why Kwik-Fit is constantly looking for ways to make motor maintenance more convenient and less of a chore. By combining MOTs and servicing we're achieving exactly that by enabling motorists to get their cars into shape in one sitting and at the same time benefit from cost savings."

Hunt is on for 2007 road safety champion

The IAM (Institute of Advanced Motorists) is to mount its annual mission to find the individual whose personal contribution to road safety is worthy of national recognition.

The IAM Dominic Fox Award seeks to recognise and celebrate outstanding road safety work, particularly activity that has directly or indirectly contributed to saving lives of young drivers and riders.

"Each year it seems that nothing has changed – novice drivers continue to contribute a massively disproportionate share of road crash statistics. But there is a change: there is now growing public pressure to end the scandal of tolerance

of young lives being lost in this way on such a massive scale," said IAM Chief Executive Christopher Bullock.

"It is vital that we recognise and learn from those who have found ways to nurture young drivers through the novice stage to become mature and responsible road users. The Dominic Fox Award is one of a range of initiatives acknowledging the importance of additional education for young drivers. It is now established as one of the regular fixtures on the road safety calendar," said Mr Bullock.

"Candidates may be new to road safety work but those who have made

a contribution over many years, and received recognition by others, are not excluded."

Previous winners of the Dominic Fox Award from the IAM were Mrs Sue Wright, who ran a pre-learner driving course for youth clubs in Hampshire, PC Nobby Clark from Cheshire, Sam Geddis of Adelaide Insurance in Belfast and Simon Ettinghausen of Bexley Borough Council. The first winner of the award was also a PC, John Spencer of Northamptonshire Police, in 2002.

The deadline for nominations is 31 August 2007.

For further details please visit www.iam.org.uk

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Avoid the bank holiday breakdown blues

Breakdown expert Green Flag is gearing up for another busy bank holiday in August as it expects calls to be up by a quarter compared to an average Monday. Over the first May bank holiday weekend this year, Green Flag responded to more than 60,000 calls from stranded motorists. Heavy traffic and poor journey planning could scupper a day out, as motorists find themselves stranded at the roadside or stuck in endless jams.

Philippa Naylor, spokesperson for Green Flag, said: "Many of the breakdowns we attend could be prevented if people spent a few minutes carrying out a few important maintenance checks before setting off on a journey. And by planning the route beforehand, avoiding peak times for travelling and checking local news for traffic updates, drivers could avoid being stuck in a jam."

Given the warm temperatures, Green Flag advises drivers to check the fluid levels before setting off and carry water in the car – some for the car in case of overheating and to keep passengers hydrated. It is essential to regularly check the oil, water and screen wash and ensure tyres are in a good condition with no tears or cracks. Check tyres are inflated to the correct pressure level.

Green Flag responds to hundreds of calls every week from motorists who run dry, so remember to check the fuel levels regularly on long journeys too.

Plan your journey beforehand with Green Flag's online routeplanner at www.greenflag.com which can direct drivers from their front door to anywhere in Europe.

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Carclinic

95 with 2.3 engine

I recently had a problem with my 95 Estate with the 2.3 engine. For the first time in 30 years driving Saabs, I ran a main bearing.

When I checked with Malbrad they said they had had a spate of these recently, all cars which have done about 100,000 miles. Apparently sludge gathers in the bottom of the sump and blocks the oil pick-up pipe which is very close to the base. This, in my case, despite changing the oil every 6,000 miles since I got the car. The problem seems to have been caused by the previous owner.

I'm really upset because had I known I feel I could have avoided the fault by simply dropping the sump for cleaning and saved a lot of money.

I'm not sure if this is generally known. Have you heard about it? Should this info be passed on? I'll leave it for you to decide.

Alasdair MacArthur

I have put several articles in 'Driver' regarding this potential problem, I would say if you own a car that has not got a good history it's essential to remove and clean the sump, a tell-tale sign is a noticeable whining sound on first start up that lasts a minute or so. This is caused by a lack of oil being drawn up through the strainer into the oil pump.

Individual Aero runs on Autogas

My membership fee is already earning its corn! Bit of background if you're interested. I've had Jags for years and loved 'em, but now we only run one car, an estate, it is more practical and I have returned to my former love, Saab. I had a 96 Sport at one time, wonderful car despite spark plugs. When kids arrived so did practicality in the form of a V4 95, after that mundane motors ruled. So despite Saabs being owned by GM, I'm delighted to find they still have some individuality. By the way, my Aero runs beautifully on Autogas, I'm quite willing to share info on that with anyone who might be interested.

Phil Lourie

Thank you for the feedback, you could write something for 'Driver' about this subject I am sure some Members would find it of interest.

Extra 9-5 key wanted

I have just joined the Saab Club and look forward to having my membership pack in due course. However I am trying to source an extra door key for my 9-5 at a reasonable price, can anyone advise please?

Phil Lourie

The 9-3 and 9-5 keys can be ordered with an integral remote and also include a security chip, they cost £52.00 plus VAT, in addition it needs to be programmed by someone with Tech 2. It is important you have a spare key, if you only have one and it is lost it is not possible to programme a replacement.

'Searching' for an answer

Last year I had trouble with the car – I think the term is 'searching'. When travelling, the car engine would surge then fall back no matter what speed. The garage changed, in turn, the Direct Ignition module, crankshaft sensor, air flow meter and fuel pump. As each component did not make a difference they replaced it (except the fuel pump). The air flow meter was the last thing they tried then they re-set the computer. The car was then OK.

Last week I put my car in for its 90,000 mile service and when I got it back it was 'searching' again, plus when at low speed eg 30mph it felt that I should be driving in a lower gear. (I usually drive in fourth at that speed.)

As well as doing the service they had replaced the Direct Ignition module on recall.

The garage seems at a loss as to what the problem is. It is not constant – sometimes it is perfect, then when I take it out again it is very erratic to drive. It does not seem to matter how long it has been standing between using.

I don't want to go through what was a very expensive exercise like I did before – can you advise please? I would be grateful for any advice.

Geoff Taylor

I think it could be that the throttle body is defective, I have found that in some cases although there are no fault codes generated, the throttle body can cause an uneven response to the accelerator, it's noticeable if you try to drive at a constant speed on a motorway.

9-3 radio code

Does the Saab 9-3 year 2000 that I have just bought (ex-Japan), need a radio code please?

Richard Sutherland-Smith

The 9-3 does not need a code, for security the audio components are 'married' to the vehicle and will only function in your 9-3 unless 'divorced' using Tech 2 diagnostic tool.

TechTip

Breakdown prevention

As holidays approach, your car may need to be serviced or at least some items checked, in addition to routine items such as lights and all fluid levels. Here are some points that can cause breakdowns that could be prevented.

Applies to all models – check coolant hoses, especially the top and heater hose from thermostat housing, remove drive belt, check pulleys and belt for wear, oil cooler and power steering pipes, check for corrosion or damage, clean and grease or replace if in poor condition, inspect tyres for damage or nails etc.

Noticeboard



First Annual Autumn Gold Rally Saturday 8 September 2007

Cheshire, Staffs and North Shropshire Group invite you to celebrate 60 years of Saab motoring with a relaxing, scenic drive through the Peak District's finest countryside and a delicious lunch and afternoon cream tea in a traditional tea room. With free time in Castleton to enjoy the sights and an optional third leg of the journey to Holmfirth for a fish and chip supper, the itinerary is flexible with pricing package tailored to suit.

For more details and a booking form please call:
07815 755 815
or e-mail: damiansaab@yahoo.com

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Booking forms and further details are
featured on pages 32-33



Northern Lights Challenge 1997-2007 Reunion 2007, the die is cast!

We drive to the North Cape, starting Sunday, 22 July 2007, from the Hunderfossen tourist centre near Lillehammer.

Do you want to:

- Meet old friends?
- Drive thousands of miles in the company of other Saab freaks?
- Be invited to a dinnerparty at 71 degrees North on 3 August?
- ...and then drive all the way down to Trollhättan?

This is your chance!

Participants may join the tour at any place or choose their own route, if only they manage to be at the North Cape in time for dinner on 3 August. We hope to be able to arrange a factory visit in Trollhättan.

Fee: NOK 800 per person

The fee covers the dinner at the North Cape, a dinner in Trollhättan, as well as a road-book, a limited technical support (for the older cars) and GSV's administrative outlays. The

booking of accommodation will be left to individual participants this time, but you'll get a list of all hotels/cabins and campsites along the route.

Further planning depends on a quick response from those of you who wish to take part – including those who are not yet quite sure. We therefore ask you to get in touch as soon as possible. Registrations are binding from 1 June 2007.

All registered participants will be given regular, updated information about the tour. Please supply your e-mail address, if you have one. Others will be informed by mail.

Contact: Anne Andersen

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E-mail: anne@gsv.no

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

Returning to Hetland Hall Hotel for the second year, a picturesque country house, set in 18 acres of private parkland, overlooking the Solway Firth, midway between Dumfries and Annan, providing a good base for touring. The hotel has good leisure facilities, including an indoor heated pool. Details of the hotel are at www.hetlandhallhotel.co.uk, while the Dumfries and Galloway Tourist Board at www.visitdumfriesandgalloway.co.uk gives useful information on the area.

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.

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

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Clubshop

Shop News

Since the last Shop News I have purchased a really good digital camera which I hope will help in collecting pictures of new stock which has been introduced. I've had a few dummy runs and the results have been excellent – so watch this space!

I thought it might be a good idea to include details of specific items in the Shop News and co-ordinate these with pictures so that you can see what you might be interested in purchasing. In this instance it seemed appropriate to show some of the range of shirts that can be bought – obviously it would be impossible to stock all sizes in all colours but items can be acquired very quickly from our suppliers who are quite happy to send small orders without penalty. So here is Robert once again doing his stint at modelling! Also, even when the shop is 'online' some Members who have no access to the Internet will have the same opportunities to 'view the goodies'.

We enjoyed the Shop in the Garden – the weather was good and those of you who came over were happy to chat together in the garden whilst we drank several cups of tea and coffee and generally relaxed and exchanged views re cars and generally putting the world to rights!

Once again I have decided to make another attempt to move to 'The North' and I have found a new Estate Agent who seems to be on the case very well – this time

I've not made the mistake of looking at lovely houses in Northumbria until we have a buyer. If it doesn't work this time I guess I shall just have to accept the fact that we might be here for some considerable time.

Hopefully by the time you read this news the new scarves and ties etc, will be available. At the moment I am awaiting the samples to approve before we can proceed, but having looked at the free samples sent to me by the suppliers I think these are going to be excellent.

I have had a small amount of interest from Members who wish to purchase books via the Shop. The problem here is that it is impossible to supply a book to cover every type of Saab and although I have tried to buy a small number of these for specific cars, small orders are not acceptable from the suppliers and however many they are prepared to sell, the cost is prohibitive. We are unable to compete with Amazon who have many different books and will even sell really good second-hand items very cheaply.

I haven't forgotten the DVDs and am still awaiting delivery of the latest order. I am keeping a list of the Members awaiting these and will contact you when they are available.

Happy Shopping
MOLLY



What's on

July 2007

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

Sunday 1st
Cumbria Saab
Steam Rally, Hayes Castle, Distington at 10.00am.

Sunday 1st
East Anglia Saab
Visit the Two Counties Motor Show, Rowley Mile Racecourse Newmarket. Possibility classic Saabs on display and Cecil & Larter will have the Saab stand there. www.twocounties-motorshow.org.uk

Tuesday 3rd
West Midlands and Warwickshire Saab
Club Night at the Stonebridge pub at the junction of A45/A452 just 1 mile from Birmingham airport. Contact contact@wmwsoc.co.uk for more details.

Thursday 5th
East Anglia Saab
Natter 'n' Noggin
Chequers Inn, Low Road, Bressingham, Diss, IP22 2AG.

Sunday 8th
Great Western Saab
The Forester Motor Show.

Monday 9th
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 15th
Great Western Saab
Picnic at The Pumps, Blagdon.

Friday 20th – Sunday 22nd
The National 2007
The Oatcake Rally
Uttoxeter Racecourse,
Staffordshire. (See page 32-33).

Sunday 22nd
Cheshire, Staffordshire Saab
Southport.

Sunday 22nd
East Anglia Saab
Nordkapp 2007

Tuesday 24th
North West Saab
Evening drink and stroll in Manchester, meet at Castlefield Hotel, Liverpool street, 8.00pm.

Durham Saab
Cheviot Run. John to check dates with MOD. Date TBC. (See page 24).

August 2007

Thursday, 2nd
East Anglia Saab
Natter 'n' Noggin
Chequers Inn, Low Road, Bressingham, Diss, IP22 2AG.

Saturday 4th – 5th
Cumbria Saab
Woodvale International Rally.
Woodvale Aerodrome, Southport.

Saturday 4th – 5th
Great Western Saab
Wroughton Classic Car and Bike Show.

Sunday 5th
Cheshire, Staffordshire Saab
Trentham.

Tuesday 7th
West Midlands and Warwickshire Saab
Club Night at the Stonebridge pub at the junction of A45/A452 just 1 mile from Birmingham airport. Contact contact@wmwsoc.co.uk for more details.

Friday 10th
East Anglia Saab
Keith Harding and David Hussell, two of our intrepid Committee, will be taking part in the three-week drive from Lillehammer in Norway via the North Cape down to the Saab factory and museum at Trollhättan. Details from Anne Andersen (Gammalsaabens Venner Club, Norway) E-mail: anne@gsv.no

Sunday 12th
Cheshire, Staffordshire Saab
Nantwich.

Monday 13th
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.

Saturday 18th – 19th
Cheshire, Staffordshire Saab
Tatton.

Saturday 18th-19th
Great Western Saab
Somerset Rover Plus, East Huntspill.

Tuesday 21st
North West Saab
Evening meal at Panama Hati, Manchester, 8.00pm to book a place contact Richard Elliott 01457 867878.

Saturday 25th or Sunday 26th
South Yorkshire Saab
Pat's Barbeque – to be confirmed.

Sunday 26th
Cheshire, Staffordshire Saab
Capesthorpe.

Durham Saab
BBQ at Zelga's.
Possibly 19th August.
John to confirm. (See page 24).

September 2007

East Anglia Saab
Ride & Drive Day
Including a tour of the National Racehorse Museum and stables in Newmarket, more details to follow.

South Yorkshire Saab
Visit to Coventry Museum – date to be confirmed.

Sunday 2nd
Cheshire, Staffordshire Saab
Cholmondeley.

Thursday, 6th
East Anglia Saab
Natter 'n' Noggin
Chequers Inn, Low Road, Bressingham, Diss, IP22 2AG.

Saturday 8th
Cumbria Saab
Slate Mine at Honister. www.honister-slate-mine.co.uk/Pages/home.htm

Saturday 8th
Cheshire, Staffordshire Saab
First Annual Autumn Gold Rally
For more details and a booking form please call 07815 755 815 or e-mail damiensaab@yahoo.com

Monday 10th
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.

Saturday 15th
The Whitby 'Heather Hop'. Contact Alistair Philpott. Tel: 01653 697561 or E-mail: v4reg@saabclub.co.uk (See page 43 for more details.)

Tuesday, 25th
North West Saab
Evening drive and meal (optional) at Country Inn, contact Richard Elliott 01457 867878 for details.

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

October 2007

Date TBA
East Anglia Saab.
Visit to Essex Skid Pan. A full day with two sessions for a group of eight people per three-hour session. For further information on programme please contact: Rachel Hillier E-mail: SootySaab@aol.com Tel: 01379 740158 or 07831 093475.

Monday 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.

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

Saturday 20th
South Yorkshire Saab
An Evening at Fred & Edna's.

Tuesday 23rd
North West Saab
Visit to the MAGISTRATES COURT Ashton-under-lyne for a tour and look behind the scenes, drink afterwards at The Witchwood, at the court 7.30pm

Sunday 28th
Durham Saab
Planning meeting and AGM.

November 2007

Saturday 3rd-4th
Great Western Saab
Bristol Autojumble and Restoration Show.

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

Friday 9th-11th
Great Western Saab
NEC Classic Car Show.

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 giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for dates for What's On ONLY in the September/October 2007 issue is 27 July 2007.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Monday 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 onwards.
Tel: 01704 893157.

Wednesday 28th

South Yorkshire Saab

Natter 'N' Noggin.

December 2007

Friday 7th

Cumbria Saab

Christmas Dinner
7.30pm for 8.00pm at
Borrowdale Hotel.

Monday 10th

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.

Wednesday 12th

South Yorkshire Saab

Christmas Buffet.

Durham Saab

Christmas Meal.
Venue and date TBC.

Durham Saab

Annual BBQ hosted by Zelga & Peter
Hole. Please contact Durham Saab for
more Information.

January 2008

Monday 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.

Saturday 13th

Lancashire Group
APL open day.

February 2008

Saturday 10th

Lancashire Saab

Rolling Road.

Monday 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 onwards. Tel: 01704 893157.

March 2008

Friday 28th-30th

Scottish Weekend

Hetland Hall Hotel, Carrutherstown.
Tel: 01236 752089. E-mail:
elizabethmills@tiscali.co.uk
(See page 16 for more details.)

August 2008

Date TBA

International Club Meeting,
Latvia.

Group contacts are listed on page 24

Postbag

A long drive for the Kiwis

Those of us fortunate enough to have been able to go on the 1997 Norwegian North Cap Drive and to the International Club Meeting in Switzerland (also a meeting in the UK?) will no doubt remember the irrepressible guys from New Zealand with their old Saabs.

Well, they are off again on their travels during June and July. This time driving from Beijing, China to Paris, France via Russia, the Baltic States and northern Europe. If all goes well they should be in Paris on July 18. We may even expect them to put in an appearance at our Oatcake Rally in Uttoxeter July 20, 21 and 22. If you want to follow their progress look at www.cmsnz.org.nz or try www.saabclassics.net

Ian Studley

Just a thought

It was good to see the big spread on the Hughes takeover of Haymill. I think there may well be an article for you on Paul Whitehouse, the recently retired MD of Haymill, he saw the company develop from the George Bate era, through the Saab Haymill days to his management buy out, when it then became Haymill Saab. We're working hard to get East Anglia Saab up and flourishing for the Members – thanks for letting Ellie get our information in for the current magazine – always look forward to the 'Driver' arriving in the post!

Rachel Hillier

What a Saab cost in 1975

Thought that this may be of interest. My first Saab was a 95 Estate 'L' 1971 and I have stayed with the make ever since. Seemed to upgrade every two years, so the Combi was my third or possibly fourth vehicle. Those were the days! Upgrade and sometimes the trade in was higher than the original cost. Now here I am, pushing my luck, with a seventeen-year-old 9000!

Saab Price List – Effective: 7 October 1975

Model	Basic	Car Tax	VAT	Total
Saab 95L Estate	2,084.00	173.67	180.61	2,538.28
Saab 99L Combi Coupe	2,612.00	217.67	226.37	3,170.00
Saab 99GL Super Automatic	3,016.00	251.33	261.39	3,528.72

Dennis Hoff

We Need Your letters!

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

If you've got a report, a review, a technical article, a travel piece or perhaps just a brief letter, send them to us with any relevant photos at the highest resolution your camera will allow.

The Editor, Dave Garnett, Gorseley Field House, Birtle, Bury BL9 6UD.
editor@saabclub.co.uk



Actual size

Little wonder.

Introducing the voice-operated, car integrated, automatic phone-linking, smart minimal hands-free Bluetooth™ kit for Saab.

Once installed, and paired with your Bluetooth™ enabled mobile phone, just leave it in your bag or pocket when entering the car and your car will automatically link with your mobile as soon as you turn the ignition. If you are already on a call when entering your car the call will automatically be transferred to your car, and back to your phone as you leave the vehicle.

Conversations are held through the car's audio system, which automatically mutes your radio for calls and allows you the option of changing the volume by using the buttons on the steering wheel.

All of which will help you keep your eyes on the road and your hands on the wheel, keeping you safe and legal from £299.*

To find your nearest dealer for more information,
visit www.saab.com or call 0845 300 9395

*£299 for vehicles with TEL1 preparation and £349 for vehicles without.

Genuine
Accessories



move your mind™



Around the World



KON-NICHI-WA... even more from Japan

Last issue Kazumoto Yabe, from Tokyo, told us about the activities of his Japanese Group. We continue his story with details of an oriental treasure hunt...

Scavenger Family Rally for 1-2 nights stay.

This is not only for running speed contest. How about to try these kind of rally in your country? I best this will be sure welcome and satisfied to all your family passengers.

At starting the rally, do not forget to confirm whole mileage, metres and set trip counter to '0' please!

A piece of paper showing timing course is to be handed over to the skipper, just right before you starting, needless to say the final destination is not shown to anybody. If the driver would be lost on his way to the destination, he can open the envelope sealed, you will find your destination is shown in it so you can go straight down ahead there, provided that he would be unfortunately disqualified from this rally game – no points at all.

Of course the event manager/game officials have to be pre-checked everything en route for rallying, because sometimes you meet to traffic for under road worker, roads are partly bad conditions (heavy raining, snowing) in a day time and night time. Therefore an event manage/rally official must check and test all.

For your information set questions from now on:

Making some unkind problems, that is to say: 'Bring an item with you to the final destination'.

Counting matters are:-

- How many something are there between A point to B point?
- How many something have you been passed between A point to B point? (Tunnels, bridges, traffic lights etc).
- Take a picture of the most beautiful view for sunrise or sunset, take whichever you like.
- Please get a railway ticket for the shortest section on your rally course. (In case of your car and train running side by side).
- Any buy some cookies, biscuits or French pastries and tasty anything else for the tea break at the final destination, thanks.

So, I hope you all will success and please keep driving safely anyway, not only for over speed.

Night rally on snow surfaced after lively skiing.

Night is the only chance for operating car on a snow surface for us living in temperate climate city area and having a try at reason of purchasing Saab. That is to say that the Saab is able to drive safely in snow surface for a long time and as for a two wheel driver carriage.



So, for the above reason to make full use of a time for just only about two hours or so.

The first of all, begin snow check with all together for the first part of the course.

Right after this check running, fully explanation will be finished for race. Then, let them know how long will it be in kilometres? And time to be estimated for all operations.

The rally official will check the distance and time. And then the game will be finished. Of course the smallest figure will be the best as you know.

This game has to be only by Saab cars, but four wheel drive cars maybe accepted, it is up to you.

Economy running.

That is for driving stingy – run make evaluated in order to make better fuel consumption of course. I would like to say it only as a suggestion but I can made a fuel consumption 17-18 km/l and more than 20 km/l for Saab 99 GLE and 900 Aero 16s for just only a little guidance, I would like to say if you are willing to do your absolutely can do, please fully work to take part in a next stingy contest run from now on.

I bet you will find a various way to win this game, and please keep driving safely.

Kazumoto Yabe, Tokyo

Although Kazumoto asked us to translate his article, we only made minor modifications to it for the sake of clarity. As with all Saab 'Driver' articles, in most cases we print exactly what our Members and contributors send us, after all it is your magazine.

Ed.

AroundtheUK

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
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 Thordale
 Belmont
 Durham, DH12AH
 Tel: 0191 384 2461
 E: soc.jwood@btopenworld.com

EAST ANGLIA SAAB

Rachel Hillier
 Linnaeus
 Norwich Road
 Scole
 DISS
 Norfolk, IP21 4DY
 Tel: 01379 740 158
 E: sootyssaab@aol.com

EAST MIDLANDS SAAB

Peter Briggs
 15 Bricknell Road
 Calverton
 Nottingham, NG14 6PL
 Tel: 0115 845 7283
www.eastmidlandssaab.co.uk
 E: peter@eastmidlandssaab.co.uk

EAST SUSSEX SAAB

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

EBOR SAAB

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

FIFE AND TAYSIDE SAAB

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

GREAT WESTERN SAAB

Chris Ivory
 22 Parkers Close
 Charlton Mead
 Bristol
 Avon, BS10 6LZ
 Tel: 0117 9504670

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

LANCASHIRE SAAB

Neal Ashurst
 220 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

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

THAMES VALLEY SAAB

Alan Pattern
 Green Meadow Cottage
 Stoney Lane
 Ashmore Green
 THATCHAM, RG18 9HD
 Tel: 01635 868478
 E: thamesvalley_saab@amserv.com

WESSEX SAAB

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

WEST MIDS & WARWICKSHIRE SAAB

Rob Gray
 36 Kenilworth Crescent
 Walsall, WS2 7RE
 E: contact@wmwsoc.co.uk
www.wmwsoc.co.uk

Please note the groups highlighted have returned their attendance registers.

Groups Sub-Committee Local Liaison Officers

Stephen Trigg, 18 Clevelands Avenue, Draycott, Derby, DE72 3NR - Tel: 01332 872302
 Regional Groups Co-ordinator: Ellie Wilson
 43 Towbury Close, Oakenshaw South, Redditch, Worcestershire, B98 7YZ - Tel: 01527 403596
 e-mail: branches@saabclub.co.uk



Local Group News

Hello and welcome to my second posting in this feature for the Groups. The last couple of months have been very busy across many of the Groups, I have been getting a lot of enquiries for Membership for local Groups, and have replied to enquiries with your contact details, at the moment it would appear that the Lancashire Group has had the most enquiries, (keep it up), and well done to all local Groups for organising events and activities. Please try to support Groups in their events, it really is hard work, and remember they are doing it to keep us all as a 'great big happy family'! Some Groups have been pretty quiet on the writing front, but come on, put pen to paper or mouse to mat! I want to hear what you have been up to, I will wait with baited breath and receive your info, by looking at the 'What's On' there should be no shortage of information!

All the Group registers for 2007/2008 have now been sent out, and all Clubs who sent in their claims have been paid, don't forget to return your registers by the end of March 2008. If you have not yet received your group book please let me know.

In April, a visit to the Black Country Museum was arranged and was very well attended, special thanks to those who made the journey down from Lancashire, and also thanks to the Great Western Saab Group, who felt the long arm of the 1930's Law!... see picture opposite, there was also a track day organised by Nev (of GWS) on the same day, again I have been told it was well attended, and all participants had a very good day.

I have also been informed that the Weekend arranged at Ironbridge was also very well attended, again with visitors from across the country, not the racing day as above but a little more relaxed, even a certain little Sonett made it there,



and it has just been restored! Well done Peter.

The lazy Sunday (GWS Group) was also well attended, I was at another Saab event, and it would appear both suffered from the fantastic wet weather, but at both locations the spirits would not be dampened (bad choice of words).

I will be looking forward to writing up the next edition's events, as the Saab 60th in Sweden will have taken place, also the National at the Uttoxeter Show Ground will have taken place, plus a host of other events.

That's all for now, please don't forget to send in your events/meetings to me as soon as possible for the next edition of the 'Driver', and I really need write-ups on your events with pictures if possible, it all makes the magazine really great reading.

See you soon.

Ellie Wilson

Lancashire Lads Go Rolling

One very cold Spring morning, the doors at Tunit in Chorley were opened, and greeted with a dozen Saabs for them to dyno. We had people from as far afield as Cumbria, and a couple of West Midlands Members came along to show us how it should be done apparently! Steve had negotiated a good price with Tunit, and everybody had three runs for their money. The set-up was good, with plenty of space to manoeuvre cars and get them accurately positioned for their respective runs.

When the figures started to come in, with exception of the first car to go

(sorry Rob!) everyone seemed really pleased with their figures, with one or two making above what was expected. Highest of the day was Steve Alty with his 9000 aero, which topped at 301bhp! I was more than happy with the 230bhp from my rather well worn 9-5 Aero, which came out of the factory 230bhp stock.

There was a great social feeling on the day, and people came just to see what was going on, and a few new contacts were made too. Us Lancashire lads are a friendly bunch after all! Steve and myself ensured a plentiful supply of beverages

and suitably sugary food to keep us all on form, and Jack Frost at bay.

Another session is planned, possibly later this year, once we have all had chance to have a go at modifications, some very minor, with some Members opting for the Maptun route!

A big thank you to Tunit for their hospitality on the day, and use of many kilowatts of electricity for the constant kettle boiling! Keep your eye on the UKSaabs forum for news of the next rolling road session, even watching can be fun!

Neal & Steve

Around the UK

What's on in East Anglia

We decided at the last meeting that we would have a monthly Natter'n'Noggin at The Chequers Inn on the first Thursday of every month. The atmosphere is very friendly, the food is excellent and very reasonably priced. Meals available from 6.30pm and many of us now go for an early supper prior to meeting at 7.30pm. Address of The

Chequers Inn is: Low Road, Bressingham, DISS, IP22 2AG.

Dates for your diaries for these

Thursday meetings are:
7 June, 5 July, 2 August, 6 September, 4 October, 1 November and 6 December.
John Crook has booked the Essex Skid Pan for Saturday, 22 September.

The cost is £60 per session and we are booked in for the morning session from 0900-1200 and if enough Members apply then there will be an afternoon session from 1300-1600. Please contact John direct on Johnthecrook@btinternet.com
Look forward to seeing you during the season.

Rachel Hillier

Two Counties Motor Show Newmarket, 1 July, 2007

On the 1 July 2007, East Anglia's Premier Motor Show will be returning to Newmarket's Rowley Mile Racecourse for its eighth year. The show, organised by the Lions Clubs of Cambridge Ely and Newmarket, donates all proceeds from the show to charity. The Two Counties Motor Show is the major motoring event for East Anglia. This UK Car Show brings together the motor trade including car dealers from Cambridgeshire and Suffolk. The show includes classic cars and vehicles in addition to other attractions.

Many of the top car dealers in the area will once again be attending the show, bringing along an anticipated 30 marques of car. For further information on booking a pitch please contact: Mike Stares on 01353 664906; e-mail: Michael@meihs.wanadoo.co.uk

Thousands attend the show every year making it a great opportunity you can't afford to miss. Pitches are competitively priced, booking forms can be obtained from: Eddie Hatfield 01223 571091; e-mail: edward.hatfield@ntlworld.com

The show attracts a variety of classic cars both from clubs and individuals. Unusual and interesting cars and bikes are always welcome.

General enquiries

Cheryll Clarke-Morgan on 01223 812405/07733 823873;
e-mail: 2cms@weyr19.co.uk Ian Newstead on
01353 669090/07711 492075;
e-mail: inewstead.eiwhs@staveley.co.uk

It just gets bigger and better every year, giving car enthusiasts and their families the opportunity to not only look at new models on the market but also to purchase one. The best of the Cambridgeshire and Suffolk motor trade will be

there covering over 25 marques of cars. There is also the chance to see some of the most unusual and interesting classic, racing and touring cars in the country. The show has increased considerably in size year on year and now fills the Millennium grandstand site at the Rowley Mile with attractions for all the family.

To keep the whole family amused there are lots of attractions, ranging from radio-controlled model cars, bouncy castles, live music, a licensed bar and much, much more.

The show which is organised entirely by volunteers from Newmarket, Ely and Cambridge Lions Clubs has raised over £50,000 for charity since it began. This year's show is set to raise thousands more. (Charities to be supported this year to be announced.)

The event this year is again being sponsored by Newmarket corporate insurance brokers, The Davis Group, and is also being supported by the Cambridge Evening News and Star FM and the Davis Group's racing team.

Anyone who would like to bring along classic cars, kit cars, classic bikes etc should contact Mike on 01638 611514 or e-mail him at m.j.bacon@ntlworld.com

Is your car or bike a classic? Why not show it off alongside other cars and motorcycles of character?

The Two Counties Motor Show has, for the last four years, been building up its classic car section. Every year it gets bigger and more interesting, every year more people come to view the classic section of the show and you could be part of this...

For bookings and more information contact Mike Bacon on 01638 611514, e-mail: m.j.bacon@ntlworld.com

Saab Owners Travel Club

If you are thinking about a long haul visit to places like Australia and New Zealand, South Africa or USA and Canada at the end of the year, particularly around Christmas time – STOP THINKING and START ACTING.

At the moment even the main tour operators have very few spaces for most places on most dates in the peak Christmas/New Year period. If you know what you want, and the likelihood is it WON'T be in a brochure and you'll be wanting a tailor-made itinerary and you want to SAVE MONEY too, then please please pick up the phone and call 0845 60 60 910 and speak to a friendly Travel Club consultant who will try to find the nearest

to your requirements at the best price.

Don't forget to always let the Travel Club know what YOU want, because we want YOU to book with us and we know we must give you the best price possible – that's what we're here for. Jot it all down on an e-mail, including who is travelling, where to, where from, when and how long for in each place and give us an idea of your total budget and send it off to res@mytravelclub.co.uk remembering to add your Membership number.

You'd definitely better get booking and soon!

Bob Featherstone

Turkey Summer Sizzlers



The 2* Golden Orange II Apartments are in the Armutalan area of Marmaris. The complex features a swimming pool with waterslide, children's pool, pool bar, restaurant and mini-market and are on offer at a fantastic price of just £7.87pppn in July-August 2007 for a studio.

The 3* Class Hotel is located close to the Altinkum beach which offers an excellent choice of water sports such as windsurfing and jet-skiing. All hotel bedrooms have modern amenities including air conditioning and balcony area. Check out this great offer of just £14.50pppn in July-August 2007 on a bed and breakfast basis.

The 3* Blue Rainbow has an excellent location in Icmeler centre, close to the golden sandy beach and surrounded by shops, bars and restaurants. All rooms have air conditioning, minibar and balcony, many with sea views. The swimming pool is a popular attraction with a lively pool bar and an al fresco restaurant. Don't miss out on the incredible half board offer of just £25.75pppn in July-August 2007.

Stay at the 3* Banturnaz Resort, located within walking distance of all Bodrum's shops, bazaars, bars and restaurants, boasting a choice of swimming pools, bars and eateries the property is a popular choice with British holiday-makers. All bedrooms feature air conditioning, satellite television and minibar. A special price of just £31.50pppn in July-August 2007, on all inclusive basis is on offer.

Prices on all these Turkish offers are based on two people sharing a twin or double room (unless otherwise stated). Child prices are based on children under 16 sharing a room with a minimum of two adults (unless otherwise stated). Prices and details are correct at time of publishing, but may be subject to change without prior notice. Please note: These are accommodation-only offers but call The Travel Club and we'll always find you the very best flight deals to Turkey!

Not only can you chat to a consultant on the phone 0845 60 60 910 and not only can you choose a bargain holiday from the www.mytravelclub.co.uk website but you can also book and pay for many supplementary items connected with your holiday too, all on the website – YOUR Travel Club website. Whatever price is in the brochure, you get it for less at The Travel Club.

Book all of these holidays and breaks and anything else with THE TRAVEL CLUB, including air tickets; hotels, villas and apartments; car hire and car ferries; travel insurance 0845 60 60 910 We'd love to hear from you. Happy Holidays. Thanks for letting us help you plan a great holiday! From Your Travel Club.

The Travel Club
0845 6060 910

Office hours: 09.00 – 18.00 Mon-Fri,
09.30-13.30 Saturday

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



A National Mourning

No, it's not a lament that the Blessed Tony has gone and we've now got a dour Scot in charge, and I'm certainly not preparing for the 10th Anniversary of that Parisian car crash, and it's nothing to do with football, cricket or any other sport... mind you I'm still a bit upset that Saab pulled out of rallying (I remember the 1979 Mintex...), ah well, that's two-thirds of the readership I've lost!

No this is the year (I'm almost certain) that I would have been awarded that long coveted medal, perhaps even an invitation to a palace... I'm sure someone in the hierarchy of Saabsterdom would have known it was to be my twentieth. Even better, we could have had a dual celebration for surely the juniors with 'ten' under their belt would have been recognised as well, (...there's lots of ways you can make medals from milk bottle tops you know...) but it's not to be!

So why then the grief, the sorrow, the sadness, the angst, the misery, the gnashing of teeth? Well, we'll miss it... we won't be there! We need an absence mark. Uttoxeter Racecourse will have to manage without us. We can't attend The National!

Of course it's not our fault you understand, 'The National' is always the last weekend in July, and we'd planned to be back in the UK with at least 24 hours to prepare the caravan for the trip down the M6. Then they changed the date, so we'll be at a Saab event in Lillehammer in Norway instead. Please take note of the big decisions we had to make: Uttoxeter Racecourse v Lillehammer! It was very close you understand...

I thought of cancelling our Norwegian trip... no, to tell the truth I didn't really! But, I'll definitely miss it, I've been to the last nineteen and Bethany, who isn't 10 until 3 July this year has been to nine; her first was Gripen's 'Golden Rally' at the age of 23 days!

N-N-N-N-N-n-n-n-nineteen!

So I thought a quick reflection was in order. What do we immediately think of when we remember the events over the last 20 years? Every national weekend has been different and yet there have been at least two things in common cars and people!

Now straying into the realms of philosophy, the cars have probably been the excuse to meet the people and see so many different parts of the country (...or not, depending on the demands of the weekend!) But the people, what a diverse lot idiosyncratic, individualistic, contrasting, complementary, dissimilar, unique, some great fun to be with, some you contrive a range of ways to avoid; a real motley crew then, a bit like 'real life'!

We missed the infamous Harrogate weekend in 1987 (the third weekend in the month and infamous for being a washout!) as we were preparing to go to Sweden for the 40th Anniversary event in Trollhättan. As a consequence, we didn't know who the SOC Members were when we arrived in Sweden... we soon encountered them tho'!

Our real introduction to 'The National' then was in 1988 at



Beaulieu (second last weekend in July!). This of course was the Silver Jubilee event held at The National Motor Museum with camping at Forestry Commission sites in the New Forest. I took a display of models and through this met people who have since become lifelong friends; folk from Austria, Holland, Germany, Denmark, Sweden, Norway, Telford, the New Forest, Manchester, etc! The organising group wore distinctive straw boaters, who still has one? There are dark tales to be told of a King Charles puppy... but space precludes!

1989 then, and a much shorter journey to Ribby Hall at Kirkham near Blackpool. A middle July weekend again (where did this myth of the last weekend come from?) Main memories are of the marquee with swathes of pink nylon lining, the wind, and the balloon trip that ended in disaster with arrests at an MOD airfield, and the souvenir rock! (I looked at my box a couple of years ago... a gooey mess of bright yellow and turquoise blue sugar, decorated with glorious green mould... and sadly was told it had to go!)

1990 Sandyholme, Owermoigne near Dorchester. The Wessex Group organised this meeting, notable for the cancellation of most of the activities on the Saturday, as it was too damn hot to do anything! The ice-cream sellers had a good weekend... my car was bumped near Weymouth!

Nostalgia is a wonderful thing; we had the best 'National' ever in 1991. This was the Whisky Rally at Blair Castle, Blair Atholl. The first 'National' that I attended on the last weekend in July! Recollections include a superb evening meal in the banqueting hall piped in to dine by a solitary piper, highland dancers; a visit to a distillery, miniature Saab whiskey souvenirs, glorious countryside. It grows better in memory each time the stories are told! Colin and Bill et al... you did us proud!

By 1992, I was working for my living... manning the SOC shop at the Suffolk Punch Rally, Ipswich (actually Hazel and Susie did most of the work... as ever!). I remember a certain ex-Chairman going on about the best chips he had ever tasted being at a local restaurant, so we went for a meal on

our way home... they had run out of chips, and just about everything else on the menu! Another 'National' on the last weekend in July!

So was 1993! We travelled north eastwards for the first time to the Hornblower Rally held on Ripon Racecourse. We had the shop again and we took my 'Saabo' caravan that had had a lot of restoration work done to it... this was the last time it was viewed by the public... it was nicked a few weeks later.

Four consecutive 'last weekends'! 1993 saw us entering the principality for the Glyndwr (Glendower) Rally held at the Royal Welsh Showground, Builth Wells. The journey for some was somewhat difficult, but excellent facilities, good outdoor catering, a fiendishly difficult treasure hunt around the surrounding rally country (Epynt!), rain so the concourse and driving tests were held 'in doors'! An excellent weekend!

In 1995, we had to wait until the first weekend in August to enjoy the Lakeland hospitality at Keswick Rugby Club. The site was perhaps a little small for a national event, and we seemed quite close together. Memories include dog bites and domestic disputes... and me having to act as a social worker, but an agreeable weekend nonetheless!

1996 saw a return to the south coast and another Wessex welcome to a site at Lychett Minster. Another 'last weekend in July' and memories of long grass on the rally field, the dog picking up fleas and another warm weekend!

The last weekend of July in 1997 saw Gripen Branch's 'Golden Rally', the first of two visits to Ferry Meadows at Peterborough. This was the only 'National' where we stayed off-site; for some reason Susie didn't fancy camping with a three-week-old baby... can't think why! Bethany doesn't have too many memories of the event either. Still ten consecutive nationals clocked up and no sign of a long service award, but in those days this was pretty normal!

In 1998 SOC hosted the second UK International Meeting along with Saab enthusiasts and SMAC. A hugely enjoyable



weekend at Gaydon, we called it the 'Heart of England' rally, and celebrated 35 years of SOC with around 60 visiting continental friends. Good venue, good facilities and a good 'last weekend' that passed far too quickly!

In 1999 we had our second visit to Scotland to 'The Kingdom Rally' close to St Andrews in the Fife region. Sad to say not very many people travelled from south of the border; never mind, they missed a laid-back weekend and we enjoyed the country park, areas of outstanding natural beauty and some of the best portable showers we've ever had! (and lots of visits from the Glasgow relatives... some of whom went on to drive Saabs and become Club Members!).

There was almost no 'National' for the millennium! A school of thought was growing that said these events had 'had their day'. Numbers of active Members in branches were dwindling and no one volunteered to take on the organisation. Foolishly, I said I would and helped by stalwarts from the north-west we enjoyed a hurriedly arranged event the first weekend in August at Tatton Park in Cheshire. OK, there were complaints that not very many activities were arranged on-site, but within 10-20 miles you could have picked from many world class attractions! We did look at an evening meal in the banqueting hall, but decided we wouldn't get 200 people willing to pay around £40.00 a head!

For the next three years we returned to 'the last weekend in July' format, first at Billing Aquadrome in 2001. This was a vast site and deserted when the organisers visited early in the year; by the time of the event however, there were several other car clubs occupying the same site... some with very loud music. Stewarding was a major difficulty and it was sadly, one of the least enjoyable events; very poor toilets... still the fireworks were good (...even though they woke the kids up!).

Gripen branch must be gluttons for punishment as in 2002 they volunteered to organise the second Ferry Meadows event, near Peterborough. The local crew worked hard publicising a weekend with a wartime theme and a lot of fun was had by those who joined in the spirit and came along in fancy dress. Lots of things for children to do as well I remember! A much happier weekend.

The Club's Ruby Anniversary was enjoyed at Newark showground in 2003. Forty years on and still going strong! The directors again took the responsibility for organising this event and it brought in more cars and people than had been attending for some years! They were augmented by several continental visitors who had come across the water to help us celebrate. Another very enjoyable weekend that flew by all too quickly! And we were able to watch how children from different countries with no common language just get on and play with each other!

In 2004 Cumbria Branch invited us back to Keswick Rugby Club. This was a very different 'National' as it took place in the middle of June. There is something about returning to venues that you know reasonably well and the local branch staged an excellent event, despite the cold. (Hot water bottles

“ National weekends are about having fun, meeting old and new friends, trying to flog the odd Saab model or two, poking under the bonnets of strange cars and trying to appear as though you understand about how they work...

were found in the town!). Our children were definitely attuned to 'Saab people' at the ages of seven and five and looked forward to who they would see again and which children they could play with!

The following year, 2005, the Club again suffered from a lack of volunteers to organise an event; so once more 'into the breach I stepped', and found the Stafford County Showground available for the last July weekend. This turned out to be an excellent venue... once the majority of the caravans belonging to the 'happy clappies' disappeared throughout the Friday. (You should have seen the panic on my face as I drove in to some 2000 caravans late on Thursday afternoon!). OK there were not a lot of activities organised, other than the venue and excellent caterers, but I believe we got away with it again! (the children definitely enjoyed the plate painting).

It must have been OK; the local branch, Cheshire and North Shropshire and Staffordshire volunteered to organise the 2006 weekend at the same venue. They followed a similar format but probably organised the spares and car-parking better than I did! A sunny weekend, lots of space for the children's bikes and lots of time for the adult gossip (sorry social intercourse!).

And Uttoxeter... in a couple of weeks? I'll never know! BUT there is still time for you to make the telephone call and go along to see what all the fuss is about. Bethany and I may be in mourning... but no one else need be. 'National' weekends are about having fun, meeting old and new friends, trying to flog the odd Saab model or two, poking under the bonnets of strange cars and trying to appear as though you understand about how they work, finding out about the locality (...the Staffordshire Moorlands are superb and everyone just rushes past on the M6 or the A50!). Go on... you know you want to!

If I start again in 2008 and manage to complete twenty more consecutive 'Nationals'... I may get my long service award! But perhaps Bethany who was initially distraught at the thought of missing a 'National'... the first year in her short life that she will do so, has a better chance of achieving this milestone.

Iain Hodcroft

A great achievement, 19 consecutive 'Nationals' – can anyone beat this record and what are your memories of 'Nationals' past – let us know.

Ed.

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The Oatcake Rally

The National 2007, 20-22 July
Uttoxeter Racecourse, Staffordshire

The Weekend Fun

Arrivals

Friday from 14.00; settle in and meet friends old and new.

Friday evening

Meet in the Premier Bar for supper followed by quiz night.

Saturday daytime

Car boot sales, dealer spares, kids playground and games, bouncy castle and slide, driving competition, performance stand, rolling road and more.

Saturday evening

Meet in the Premier Bar for three-course meal followed by dancing to 'Red Hot & Blue'.

Sunday

Car boot sales, dealer spares and Best Car Competition, kids and adult games. Awards.



The National needs you!

Come to the event to celebrate 60 years of SAAB – where you meet old friends and no doubt make new ones. Come with your fabulous cars especially two-strokes and V4s.

More importantly bring the family!

For the kids there is a safe play area, a bouncy castle/slide, face painting, games and competitions and more.

Bring your unwanted spares and sell them from your car boot – search for that bargain part on the trade stands – try out the rolling road and admire the performance stand.

Fun and games for everyone, quizzes and competitions plus the Best Car Competition – the 'National' needs you at the 'Oatcake Rally'!

Staffordshire is a location rich in history with picturesque settings which, for a second year, makes it an ideal location for the 2007 National Rally, affectionately known as 'The Oatcake Rally'.

Why Oatcake?

First impressions count. But they're not always right! The Staffordshire Oatcake is a case in point.

You wouldn't exactly call it a 'looker' in the food stakes. In fact, it looks and feels a bit like a dirty flannel.

Let's face it, the chances of this culinary novelty appearing on Gordon Ramsey's menu are pretty non-existent.

But its taste really does belie its looks. Looking a bit like an oat pancake, it's affectionately known locally as a 'Potteries Poppadom', a 'Tunstall Tortilla', and a 'Clay Suzette'.

This unassuming delicacy is unheard of in large parts of the British Isles. It's yet to be embraced on the national stage and for the foreseeable future, looks set to remain largely a local delicacy.

So there you have it – the Oatcake... a tasty, largely unheard of delicacy!!

Staffordshire is bursting with places to visit; there's non-stop thrills for all the family at Alton Towers and Drayton Manor Theme Park. If the great outdoors is more your style, visit the Peak District or Britain's boldest environmental project, the 'National Forest' which encompasses much of East Staffordshire.

Whilst in Staffordshire you can also discover the world's finest china, glassware and pottery. Plus taste Staffordshire's famous beer and wine at the traditional brewing at the Coors Visitor Centre (formerly the Bass Museum).

For further information visit www.staffordshire.gov.uk or www.eaststaffsbc.gov.uk



National Booking Form

Name
Membership Number
Address
Postcode
Telephone
E-mail

Camping Tent or Caravan Please tick £

DRIVER + OUTFIT

Members @ £12.00 per night No. of nights
Non-members @ £15.00 per night No. of nights

EXTRA ADULTS

Member @ £5.00 per night No. of adults
Non-member @ £7.00 per night No. of adults

DAY VISITORS

Member @ £4.00 per day No. of adults
Non-member @ £5.00 per day No. of adults

Total for camping/caravan etc.

MEALS (Pre-Booked only)

Friday Adults @ £10.60
Young Adults (10 to 14) full menu @ £5
Kids' meal under 10s Free
Saturday Adults @ £16.50
Young Adults (10 to 14) full menu @ £7
Kids' meal under 10s (half menu) Free

GRAND TOTAL

Please let us know any special requirements.
(photocopies accepted)

Friday Menu

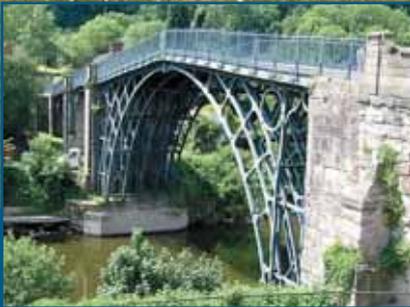
Beef Lasagne, Coleslaw and chips
Tea and coffee
Vegetarian option available.
Kids' menu – mini fish and chips

Saturday Menu

Seasonal melon slices with mango fruit
Assorted rolls and butter
Roast beef and Yorkshire pudding with seasonal vegetables.
Vegetarian option available
Warm apricot glazed Bread and Butter pudding with clotted cream
Tea and Coffee
Kids' menu - half full menu

Booking information to:

Julie Matthews
117 Wheatcroft Drive, Chelmsley Wood, B37 7LL
Cheques payable to The Saab Owners Club GB Ltd.



Spring Weekend in Ironbridge

Having finished work early it was home to pack up the car and set off for Ironbridge, thankfully only a short drive from home.

We and the first guests arrived at the same time and from then on there was a steady trickle of arrivals. New faces and some old friends arrived in the lovely sunshine all eager to settle into their rooms for the weekend.

By early evening most guests had arrived as we gathered in the bar for pre-dinner drinks. We were pleased to see everyone was getting along famously which was our first indication that this weekend was probably going to be 'okay'.

People seemed pleased with their rooms so the next hurdle was dinner. Never having eaten at the hotel we had no idea what to expect. We needn't have worried. The food was wonderful as was the service. There being so many of us we had the dining room to ourselves, which was nice. All we could hear were murmurs of appreciation as each course was consumed. We took this as another indication it was all going to be 'okay'.

During the evening we tried to chat to as many people as possible. It's always great to meet friends you have known for years, but we also enjoyed meeting people who went on to tell us this was their first Saab event. I hope we made them

feel welcome and that we will see them at another event in the near future. Everyone seemed to mingle so we found ourselves with very little to do but join in and enjoy ourselves.

Breakfast was welcome after a good night's sleep. Again the staff were attentive quickly delivering tea, coffee and toast to our tables. We had woken to another glorious morning. Ironbridge Gorge in the sunshine looked beautiful. Some had already been out for a morning stroll before breakfast.

On arrival guests had been given the briefest of itineraries for the weekend. It was planned very much as a 'do as you please' weekend apart from meal times and what time to meet in the bar! So after breakfast there was a lot of discussion about where people wanted to visit. Discussions resulted in Blists Hill Victorian Museum and Cosford RAF Museum coming out as top favourites.

As we live locally we headed slightly further afield and visited Powys Castle and Gardens. In the lovely warm sunshine the beautiful spring gardens were a delight.

Back at the hotel the talk was of where people had been and what they had seen. Many had spent a lot of the day



“ In the true spirit of the weekend there was no cleaning frenzy. Cars were proudly placed in the line up whatever their condition...

walking! Some had started with an early morning walk to the famous Ironbridge. Others spent a lot of their time taking photographs. The overall view was that everyone had enjoyed their day whatever they had chosen to do.

We were very grateful to Ian Meakin who, when asked if he would organise a line-up of cars for us on Sunday morning, said he would be pleased to do so. The 'photographers' already mentioned were next to be roped in! Gerald Chamberlin and Ian Hadley did a sterling job.

We had looked down from our window on Sunday morning onto a car park of Saabs, most of which were covered in 'small, or in some cases large – deposits.' If the birds hadn't got them then the pollen from the trees had. In the true spirit of the weekend there was no cleaning frenzy. Cars were proudly placed in the line-up whatever their condition (okay some had been given a dust). Everyone had a vote for their favourite car, their favourite for whatever reason. The overall winner was Peter Brigg's Sonett, fitting as it was the car's first outing since refurbishment.

We thanked everyone for joining us in Ironbridge and wondered if people would like to do it all again next year? As the response was a resounding yes – so be it. If you

would like to join us for a weekend with the same format as this year, ie do as you please, then make a note in your diary. Can't guarantee the weather but can guarantee a comfortable hotel with good food in the company of like-minded people.

Those of you who have already asked to be included in next year's guest list – please forward your deposit as soon as possible – remember, first come first served, and our allocation of rooms is limited.

Jean and Bernard Crowhurst

Spring Weekend
The Valley Hotel
Ironbridge, Shropshire
25-26 April 2008

£63 per person per night – Dinner/B&B

27 April 2008

£50 per person – Dinner/B&B

£10 per person – non-refundable deposit

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Saab at sixty

A brief History

Frederic Manby

Yorkshire Post

Motoring Correspondent



Saabs used to be very rare. It took 27 years to make a million and they are still unusual, an alternative to something German. The rate is increasing and the four millionth was made in 2005.

The first time I met a Saab face to face that I remember for definite was around 1970. Its owner chugged up the drive to the place I lived in a noisy 96 with a smokin' two-stroke engine. I recognised it because of its motor sport success.

By the end of the decade we had our own 96. It was an 'R' registered model (the range ended with a special edition on an S plate). The engine was by then a conventional 1500cc Ford V4 with a column gear shifter and a freewheel device.

Saab was founded in Sweden in 1937 as Svenska Aeroplan

Aktiebolaget (Swedish Aircraft Company), and showed the prototype for its first aircraft-inspired passenger car on 10 June, 1947 in the canteen at the aircraft company's Linköping HQ.

In 1944, as war was drawing to a close, the aircraft maker had needed to diversify into other products during peacetime.

A number of aluminium-hulled boats were built but cars were considered to be a better bet. Its compatriot Volvo had been making cars since 1927.

A 1:10 scale model of an early Saab 92 prototype was tested



in an aircraft wind tunnel in 1946. The final prototype's 0.32 co-efficient of drag was exceptionally low for a production car of the time and is still competitive today. It wasn't until the slippery Audi 100 of 1983 that production cars broke 0.3.

The early Saab 92 was offered only in bottle green. The paint was from readily available army supplies left over from the war. Saab did not offer a colour choice until 1952.

The steel body panels of the first Saab prototype built in 1946, were formed by panel beaters working on wooden benches standing in horse droppings. Apparently, this cushioned surface gave them just the right responses and feel for their work.

The '92' model designation was chosen for Saab's first car as the number was next in sequence for what had until then been civil aircraft projects. The Saab 91 was a two-seater training aircraft and the Saab 90 a 24-seater.

In 1957, a press advertising photograph illustrating the versatile attributes of the Saab 93 caused controversy in Sweden. It showed a young couple settling down for the night on flat-folding seats inside the car; but the woman was clearly not wearing a wedding ring. This caused public objections and a ring was hastily drawn in on the woman's finger.

UK sales commenced in 1960, presaging the Swinging Sixties and the Beatles.

Later, the Toppola Camper became an unusual adaptation for the hatchback Saab 99 and original liftback '900'. It converts their cars into a camper-van, complete with cooker, heater, rear standing room and a double bed.

The entire module is fitted by removing the car's rear door. Wedding vows were by now optional.

The '92' was a giant killer in motor rallying. Its agility, light weight and grip in snow compensated for its lack of power. Drivers could maintain their speed through tricky sections. Greta Molander, a Swede who began rallying in 1929, was

the first to win a prize for Saab on the Monte Carlo Rally. She took the Ladies' Cup in 1952, driving a Saab 92, 10 years before the great Erik Carlsson achieved the first of his two Monte Carlo victories.

In order to win his third RAC Rally in the UK in 1962, Carlsson left a Saab 96 owner rather upset after 'stealing' a rear suspension component from his parked car to replace a broken piece on the rally car. The two became friends afterwards.

Erik, a legendary Saab ambassador, is the brother-in-law of Stirling Moss, who was co-driver to Erik on the 1965 Safari Rally. They got lost and had to retire, but it was not Stirling's fault; the navigation equipment was faulty.

Saab's are renowned for safe handling and good crash protection. They are the only car with the ignition key by the handbrake, a hangover from the aircraft days. It enabled the gear to be locked in reverse before the key could be removed – anti-theft. Also, no risk of knee impact in a crash, which is possible from a key on the side of the steering column.

Our '96', bought second-hand from the Yorkshire dealer JCT 600, gave good service most of the time. Its weak mechanical point was the column gearchange, which had become worn and needed regular attention to keep working reliably. Ron Marsh in Keighley was the specialist who looked after the car most of the time.

Its foldaway rear seat, which extended the boot, was never utilised because childseats were always in use.

The on-demand freewheel system, a lever in the footwell disengaged the gearbox when coasting, gave an eerie and almost silent feeling. Its purpose was to save fuel by removing the mechanical drag from the drivetrain. The total absence of engine braking needed the driver to be aware of higher approach speeds and to use the brakes earlier.

The next Saab I drove was the 99 Turbo, in the early 1980s. This



was the first turbocharged car to be built in large numbers.

Its behaviour was intoxicating. The turbo boost to the Triumph/Saab 2-litre motor came with a thump; wheelspin in first would come after you had got moving; say half-way across a junction.

The position of the fuel pump in the petrol tank meant you could get fuel starvation on a low tank level if you were cornering very quickly, which one tried to do all the time.

Today, Saab is part of General Motors, the Detroit brand that includes Holden in Australia, Daewoo in South Korea (sold under the Chevrolet brand in Europe), Opel in Germany and Vauxhall in Britain, plus Corvette, Cadillac and others. Its limited model range gives it an exclusivity and is based on Opel models, rather as Alfa Romeos are Fiat-based and Audis are posh Volkswagens. In a neat reversal, Cadillac's BLS is based on a Saab.

A stylised aircraft wing, a feature of early Saab car badges, can still be seen in the grille design of today's cars as homage to Saab's aircraft heritage. The two companies are no longer connected.

For details of Saab celebrations go to http://saabfestival.se/english/index_en.htm

The 'unknown' Saab models numbers; 94, 97 and 98; were each used for car projects, one of which went into commercial production.

The '97' was assigned to what became the Sonett II and III sport coupes, produced from 1966 to 1974.

The best selling Saab of all-time is still the first generation '900'. A total of 908,817 were built between 1978 and 1993, of which 48,888 were Convertibles. Some are treasured by collectors, but most are used for regular daily transport.

I know of a garden in France where several are rotting away, alongside an equal number of DS Citroëns.

“ Saabs are renowned for safe handling and good crash protection. They are the only car with the ignition key by the handbrake, a hangover from the aircraft days.



Frederic Manby

Frederic Manby has been writing about cars for the 'Yorkshire Post' since 1979. Currently he is the owner of a fade-red, antique Polo. He lives near Skipton, North Yorkshire, where he cycles off-road in the Dales.



Saab Festival 2007

Trollhättan

Well... what can I say, The Saab festival 2007 in Sweden was a complete success there were Members from all over the globe! Visitors from all over Europe and as far away as Australia and America.

The SDCC spares event over the three days proved to be very popular, with many bargains being snapped up, there was also the social element where many of us met up just for a chat.

We were also entertained at the local track by a range of Saabs doing what they do, the Saab performance team also put on a display, absolutely brilliant, I was enjoying myself that much, I managed to miss the dinner that was arranged that evening.

The weather also was fantastic holding an average 35 degrees all day, with not one cloud in the sky. Representatives I met from the UK included groups from Lancashire, Devon and Cornwall, West Midlands, East Midlands, Sussex group, Dumfries and Galloway, and many others, have a look at this Caravan type picture... its supposed to be a Saab, is it true or are they pulling my leg! Also can anyone identify these Members of the SOC? Pictured by the Purple 9-5 (right), please let me have your answers and finally is that 9-5 the coolest entry you have ever seen!

Happy Saabing.

Ellie



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Fax: 0044 (0) 1371 870775
E-mail: sales@euro-saab-parts-direct.com

Contact - Derek Freeman

The Old Mill, Greenplain
Treffgarne
Haverfordwest
Pembrokeshire
SA62 5LN
Telephone: 0044 (0) 1437 741673
Fax: 0044 (0) 1437 741474
E-mail: sales@euro-saab-parts-direct.com

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V4register

Hello again I hope you've all been enjoying the sunshine recently, at the time of writing it's a gorgeous late spring day just the sort of day to be out in your V4 rather than cooped up in your office. That's certainly how I'm feeling right now anyway!

By the time you read this, the summer show season will be well upon us with the National around the corner. I'm hoping to make it to the National again this year and to see some of you there, however it's by no means certain as I'm on holiday in Cornwall immediately beforehand. If I don't see you there, I hope to see you on the 'Whitby Heather Hop' at the end of the summer.

The other event that I hope to have seen some of you at is the Croft Performance Event at the end of June. No V4s entered so far this year, so it looks like another one filled with Triumph engined Saabs, and possibly a few Vauxhall-engined cars too! We spent a good few days sorting a few more jobs out on our 900 T16 'track hack' back in May, getting it ready for another thrashing. Hopefully this time we won't have the overheating and pinking problems of last year's event. But enough of this modern stuff, let's get back to some proper Saabing...

Ellie Wilson's 96

As recorded in the 'new registrations' section of my last column, Ellie has a rather nice Red 96. I forgot to include the write-up he provided me, so here it is, better late than never:

"Well after years of looking at and hating the Saab 96, I saw an ad in the 'Driver' and thought a phone call wont hurt... and surely I would never buy it, as I really could not see the attraction let alone the need to buy one (but the want was there).

"Well exactly a year ago today..." (actually rather more than that now! Sorry Ellie Al) "after years of prompting by Highgate, I took the plunge and went to just to 'have a look'. Well, being a 96 'virgin' I had no idea the gears were on the steering column, and it had this 'choke' thing to start it up, not to mention the sequential gear box (free wheel), and worse still no electric windows! And no ABS, oh and did I mention there is no power steering?

"I only had permission by she who controls all, to buy the car on the understanding she would use it for work sometimes, but all of the above were sure to be negatives!

"Well, a couple of weeks went by, and after many of sleepless nights wondering, just wondering, how nice she looked, and how nice it would look next to the 900, I took the plunge. Yep I bought my first 96V4 after nearly 20 years of Saabing I finally got one.

"Last year's events and visits in little BAB, has been one of the most enjoyable to date. Don't get me wrong, the 900 is still very special, but there is something about the sound and smell of a 33 year old car, especially a Saab. I have finally realised why all the 92/95/96 drivers have that happy smile when ever I see them.

"Now expect to see little BAB all over the place again this year at an event near you!"

Well, Ellie, it takes a brave man to write in to the V4 column and admit to having hated the 96, I think you should expect some serious ribbing now! But the important thing is you've been converted to a proper Saab, and long may you enjoy it.

Another update on James Barbour's 96

All the welding has been done and James' car now possesses a current MOT and is being used regularly. At least it was until James had to head off for a month's work in St Petersburg. Hoping to publish some photos once he's returned and the paintwork has been tidied up.

1700 V4 engine, for free...? Almost but not quite.

If any of you read the excellent Practical Performance Cars magazine, you may have noticed a feature about a 1970s Ford Transit they are planning to 'shove a big V8 into'. Well I read the article, and realised it was another of those red German Fire Service Transits as featured in this column a couple of years back. These are the ones with the Taunus 1700 engine.

The PPC Transit broke down on the way back from collection in Germany, the guys being unfamiliar with the idiosyncrasies of our beloved V4s saw the lack of a 'rotating crankshaft pulley' as some sort of crank failure. It was, of course, the balance shaft gear had stripped. As soon as I read this, I got in touch and asked if I could have the 'dead' V4 engine. "Fine, no problem, just come and collect and it's yours", was the reply. "Just wait a few weeks as my wife has just had a baby nine weeks early". So after a few weeks, I got back in touch with the Editor, Kevin Leaper, asking when would be a good time to collect, only to be told they had given it to someone else a few days earlier, assuming them to be me!

Well I was a little gutted, but I guess I've not actually lost anything, and hopefully the engine (and most importantly the crank!) is now in the hands of another V4 enthusiast who will use it for something interesting if any of you out there have this engine, please let me know what you plan to do with it. And then perhaps you should buy me a beer or two!

96 Brake problem

Ian Studley recently wrote asking for advice on behalf of a friend from Germany.

Ian writes: "She tells me she has had the problem for some time with I think her 1976 V4 96. Her local German non-Saab mechanics are unable to rectify the problem. Reverse and brakes work OK. Then go forward and there are no brakes for the first pedal press! They have to be pumped. Or reverse, brake then forward and brake quickly to re-activate the brakes."

To me, it sounds like there is a problem with either the flat springs holding the pads to the disc, or possibly the pivot that the calliper swings on (these do wear). The heavy springs that control the swinging action can also fail, so



maybe that's the answer? I have to say this was the first time I'd heard of this particular problem, so if anyone else can advise, please get in touch.

V4 and Two-Stroke Run, now named The Whitby 'Heather Hop'.

Just a reminder about this event, on 15 September. Although there is no entry fee, and the event will be very informal, please let me know if you intend to join us either get in touch with me direct or place your name on the list in the 'Meetings' section of the UKSaabs.co.uk web forum.

If anyone is interested in eating at the famous 'Magpie' café in Whitby, home (according to Rick Stein) of the best fish & chips in the world then let me know and I will enquire about booking a table.

Contacting Me

I seem to be spending even more time than ever away from home with work recently, so if you find I don't return your calls quickly, please don't be offended, it's nothing personal! I have had a few messages recently that I've returned, swapped messages, and not heard back from you. I would appreciate if you could come back to me, even if you have solved your initial query. At least that way I know to stop chasing you!

On a related point of courtesy, if you do leave a message, it would be better if you leave a landline number to contact you rather than a mobile, unless it's really urgent it keeps my phone charges down. I would imagine that this point applies to most of the SOC team!

95 and 96 trailers

There was some recent discussion on the forum about a 96 trailer, another Saaber had spotted what I assume to be Andy Boorman's red 96 and matching 96 trailer, on the A12, presumably to catch a ferry from Harwich for the Saab festival. As a result of this discussion, Chris Ivory found this amazing bit of work online, courtesy of Wikipedia, which I had never seen before, but thought it was so good I had to share it with you.

That's all for now folks, hope to see you soon

Cheers, Al

New registrations

Name	Location	Car	Registration
Bernard McDermott	Dublin	95V4	ZV 8366
John Downing	Swadlincote	96V4	MNB 951P

Bernard's car is a Red 75 model with only 42,000 miles, which he has given 8/10 for all aspects so it sounds like a good un. It's great to hear of another 95 in enthusiastic hands, there are so few left nowadays. It would be good to hear a little more about the car Bernard, possibly some photos too?

John wrote to me with some details of his car, a Green 75 model. John writes: "I purchased it two years ago from a dealer at Rode Heath near Stoke-on-Trent. It must have been owned by another SOC Member as it still had a Club sticker on the windscreen. The biggest problem seemed to be the door skins, which had been replaced at some time, and had pulled away from the front edge of the door. This caused the doors to drop about six inches on opening.

I renewed my acquaintance with Ken Izon, who I first met in 1973 when he worked for Eachelhurst Garage and sold me my first Saab, a White 96V4 (POE 849M):" Does anyone know if this is still on the road? Al. "I told Ken about the doors and he offered to try welding them without damaging the paintwork. So I decided to buy the car, as the rest seemed to be quite good. Ken's done a brilliant job of welding with no damage to the paintwork at all thanks to Ken and to Mel who poured gallons of water over the outside of the doors to keep the paint cool. It's now running great after a few other checks and adjustments by Highgate. It won't win any medals, but it's rust-free and gets many admiring glances, looks good to me and is great to drive, what else do you need?"

I quite agree, John. While it's great to see the show cars that are just so good, it's also good to see V4s being used and enjoyed rather than mollycoddled. My plan with Rose's 96 (which by the way is still feeling unloved at my friend's farm, but hopefully not for long now) is to get it on the road first of all, then worry about tidying up the few cosmetic aspects once it's running reliably. Even then, it probably won't ever be a concourse winner, but it will be a very tidy, very solid and very low mileage V4.

All correspondence to:
Alistair Philpott

Rivendell, Middle Street
Swinton, Malton
North Yorkshire
YO17 6SR

Email: v4register@saabclub.co.uk
Tel: +44 (0)1653 697561

Early '90's and missing '99's

Our first Saab event this year was the very enjoyable spring weekend at Ironbridge. We took the Sonett this time, which we've been using more this year, and apart from leaving its tailpipe somewhere on the M40 (sorry anyone who had to avoid it!) it ran well as usual. A couple of weeks later we did another motorway run, this time back in the '90', and after an hour or so driving I was thinking to myself: how civilised, this journey seems very relaxing – quiet, smooth ride, great visibility etc. These 90s are great touring cars. Then I remembered that the last three trips round the M25 (living in Kent you seem to end up using it to get anywhere) had been in the Sonett, fun but noisy, needing more than usual concentration in the traffic. Suddenly I was appreciating the 90s qualities from the perspective of a driver of the 1970s. It restores your faith in using a 99/90 every day – it seemed like a new car!

Another bid for the earliest surviving 90

Following on from my mention of early 90s (Jan/Feb 2007), Graham Thomas (6624) e-mailed with details of his '90'. This is chassis number 1259 so not quite the oldest in terms of build date, but is currently the earliest I know of on Britain's roads, being first registered on 19 November 1984. Graham has owned it since 1990, describes it as 'still the best car that I have ever owned or enjoyed driving. The engine and gearbox have never required attention apart from cam cover gaskets and only had one clutch change at circa 61,000, probably has one of the most comprehensive history records going not least with the original Saab Dealer who sold it from new and is still in business (they sold it all of the three times it has been sold!).

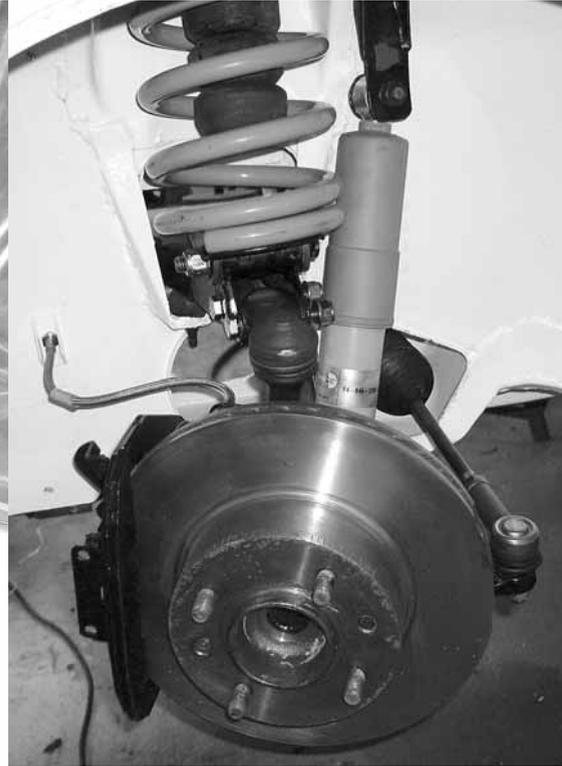
Until SORN'd it was a regular visitor to Owners, Club spares events days in the Lakes and Staffordshire, etc – but as a car park 'visitor' model not a 'show' model, although often getting more attention than those in the competitions! Looking at the side view it's interesting to see how different wheels and coachlines can alter the apparent proportions of a car.

The reason for it being SORN'd is because it needs that dreaded water hose: "It is the 1:2 hose from the heater to both the inlet manifold and the water pump, I think that the part number is 9341744."

Unfortunately this is a very unusual hose, having three different bore sizes joined together, and has not been available for some time from Saab. I've looked into aftermarket replacements but nothing comes close, so if anyone out there has a solution (you might need to be a plumber to solve this one!) then please let me know. Also do save any good second-hand hoses which you may have as they could well be vital in keeping another late 99/90 on the road.

“ The engine and gearbox have never required attention apart from cam cover gaskets and only had one clutch change at circa 61,000, probably has one of the most comprehensive history records going...





Panels

Gabi Waite, who was looking for panels last time, e-mailed to say that her '99 'Damian' (its a long story, see previous issues!) is hopefully, after many trials and tribulations, on the road to recovery. She found two sources of repair panels in Beevers of Barnsley and Hadrian Panels. Finding a suitable repair workshop proved more difficult but hopefully after all the hassles 'Damian' will be ready for the summer. She writes, 'I had no idea that it was the 99's 40th. Damian can celebrate in style on the Autumn Gold Rally, 60 years of Saab and 40 years of Damian's in one double whammy, should be some party!'

The word is spreading?

Alex Blake drew my attention to the article on the '99' in 16 May's edition of 'Autocar'. As he says, "It's nice to see the car recognised outside the usual classic car media." The main emphasis of the article was how ground breaking the '99' was in many ways with its first for headlamp wipers etc. In conclusion, one of the plus points was 'it's good in snow', one of the minus points, these days we don't have much snow!' Alex

also mentioned that he is looking for a good-excellent '99' to part exchange for one of his existing Saabs, a 9000 Anniversary 2.0 Eco Auto, Silver, 1997 R, 96,000, FSH, approximate value £2250, or a 96 V4, 1971 J, Red, 67,000 miles, generally excellent but will soon need some paint, approximate value £1750. This trading up could catch on! If you are interested please let me know.

Also looking for a '99' is Mike Trowsdale, who is 'looking to trace 99L 'NYN 417L' (I think!). This was our family car mid 1970s, a 2.0 four door in a fetching yellow with green interior: would love to know if it is still around.' It's probably a long shot, but any information appreciated.

Other correspondence this time includes some tantalising glimpses of Jim Valentine's '99' being rally prepared. If thorough preparation is the key to success then this car should do well. I've never seen 99 wheelarches so clean! Note the reinforced shock absorber top mounting, and timing equipment fitted to the glove box. Hopefully I'll have some pictures of the finished car soon.

Stuart

All correspondence to:
Stuart Payne

11 Whenmann Avenue
Bexley, Kent DA5 2B5
Tel: 01322 521580
e-mail: 99@saabclub.co.uk

99turbo register



I have received a response from my previous missive regarding the remaining 99Ts on the Club's list and those yet to be brought into the fold. As explained, this is not rocket science and I am beginning to think there will never be a definitive list as I know of other cars not listed yet still making an appearance at Club Rallies and the 'National'. So without further ado...

Thanks to Richard Horner for reminding me, his car is still going strong and supplying me with a list of other three-doors he spotted.

XYE 782T, DCA 54S, DAO 182T, DDH 11T, SPE 185T, FYL 371T. YDH 777T, DAN, and to Richard Cooper and WYY 161T.

On the two-door front I have been in contact with Keiran Redman who not only has a standard two-door 99T but has also purchased a Cardinal Red two door 99T. Apparently it was a left-hand drive car, brought to the UK then converted to right-hand drive. Some detective work will follow.

Heard nothing else from any other owners so I figure this must be about it.

99T cleaning on the cheap.

In this issue we will cover the interior. With the vast selection of car cleaning options on the market, the new science that is car 'detailing' seems to have taken a huge leap forward (www.detailingworld.co.uk) with combinations of polishes, waxes and PCs (no, not a laptop, more a moptop) you could easily spend a small fortune in an attempt to get that perfect finish to your Saab. Yet, there are ways to achieve a superb finish without the need of a bank loan. Here are a few suggestions, using only items you may have around the home, I have found works well for me. Obviously try them in a small out of the way area first, so you can make sure of no adverse affects.

The interior is best done on a sunny, windy day. Open all the doors and boot to ensure good drying. First remove everything from the interior, then start with the carpets and seats, to give them a longer drying time.

For carpets and cloth seats I always use '1001' older Members will know that this is a carpet cleaning solution that has yet to be bettered. Washing-up liquid could be used but it does not work as well as the dirt particles are not dried and separated from the carpet fibres unlike carpet cleaners. Mix up a solution, then rub it on with a wet cloth soaked in the solution, use a stiff brush to work it into the carpet, or a vegetable brush for the seats, adding more if needed, especially in those very grubby areas. Leave to dry. Vacuum off.

For tar or oily marks in the carpet or seats, or scuff marks on your door panels – try alloy wheel cleaner which leaves no smell, or for really stubborn marks rub on some paint brush cleaner, usually a blue liquid, which will leave a smell – remember, this is the brush cleaner and not the stripper – DO NOT use paint brush stripper. Leave for a minute, then wash with the '1001' using a vegetable brush to agitate the area.

For plastics, facias, etc, again use '1001' or washing-up liquid, using a

All correspondence to:
David Dallimore

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



damp paint brush for those hard-to-get-at corners. This will remove old polishes and get you back to a clean surface.

Headlining '1001' again, though it is best to dab the surface to apply, leave for half-an-hour then use a damp clean cloth (those synthetic chamois work well) to remove it. Do not vacuum or use a brush.

Don't forget to do the door rubbers. these are often overlooked yet retain lots of muck and dirt, especially in those areas between the rubber and the door frame.

For polishing, household polishes such as 'Pledge', work fine on most plastics – do not polish the top of the facia however, as this will reflect in the windscreen and never, ever polish the steering wheel rim. Again for those hard-to-get-at corners use a paint brush squirted with a bit of polish.

With a little time and effort you can achieve great results.

Next issue we will cover the bodywork. So what has this to do with Blu-tak?

Until then, remember, protect your windscreen, wear a seatbelt.

David

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RAC
rescue

1986 900i – Running Report

Family-owned now since 1989 – our 900i (pictured) has been used on a daily basis since then with very few problems – probably the most significant of which was failure of the clutch master cylinder.

One thing I've learnt the hard way though is not to ignore repair jobs longer than is necessary. For the last couple of years I'd noticed the power steering fluid level was dropping and I could see where it was going, but I decided to keep topping up and try magical repair additives to stop the leak. It even seemed to have worked at one point, but the telltale oil stains on the drive soon returned. The offending part was the hydraulic seal that's located around the pinion that protrudes from the top of the steering rack where it joins the steering column. Ignore at your peril as the lost fluid does not escape harmlessly. On doing a different job on the brakes I noticed how the fluid had removed significant sections of underseal and had contributed to the accumulation of an oily mass of

stones and grit in one of the box sections next to the driveshaft. These box sections are particularly prone to corrosion and it's important to keep them clear of debris as drain holes soon get blocked and corrosion can quickly set in. As this section is close to the suspension mountings it's also a safety issue and any corrosion will result in an MOT failure. Remove any debris (again an unpleasant awkward job) and if sound, rustproof accordingly. If you have managed to poke more holes than there should be around that area you'll need to have a repair plate made up and welded in to make good.

Back on the rack, the good news is that the offending worn hydraulic seal can be replaced without removing the complete unit, but you need to be very bendy, have lots of

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Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE	EQUIV RRP
V4 95 96	67-77	£313.87	£449
90 2L SAL	84-86	£286.54	£410
99L GL EMS GLS GLE SAL	76 on	£284.21	£407
900 GL GLE EMS GLS CD	79-83	£286.41	£410
900 900i	85-90	£327.87	£410
900 Turbo	81-82	£380.56	£546
900 Turbo	84 on	£368.83	£529
900i 16V Cat	89-91	£251.44	£359
900i 2L 16V HB	88-91	£327.87	£470
900i 2L 16V CAT	91-93	£224.27	£320
900i 2.3L CAT 16V	10/93 on	£375.93	£540
900 Turbo CAT 8V	89 on	£237.67	£339
900i 2L Turbo 16V CAT	10/93 on	£275.93	£540
900i 2L Auto CAT	10/93 on	£375.93	£540
900i 2L CAT Manual	10/93 on	£314.98	£451
900i 2.3L CAT	93 on	£375.93	£540
900i 2.5L CAT V6 24V	94 on	£330.12	£473
9000 Turbo 16V HB 5dr 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



patience and ideally not be suffering from a hangover at the time you attempt it. For once I didn't fancy doing this myself but entrusted the work instead to Mark who works for Saabtec. Mark proceeded as follows:

Inside the car: removed trim below the steering wheel and the large rubber floor grommet to gain access to both the steering rack pinch bolt (bottom of column) and column bolts to give sufficient clearance to lift the column from the pinion.

Under the bonnet: The power steering belt is removed and the reservoir left connected but removed from its mountings to provide access. With the pinch bolt removed and the bottom of the steering column lifted, the shaft pinion is now exposed to allow removal of the circlip and dust cover to provide access to the hydraulic seal. The seal now needs to be drilled through (housed in a metal sleeve) so a suitable tool can then be used to hook through the hole and pull it out of its housing.

The parts required for the repair are available as part of a kit available from your dealer, so with the new seal, dust cover and circlip (see below) in place the remaining work is simply a 'reversal of the removal procedure' (there's that famous phrase again!). In addition though, the reservoir was topped up and the steering wheel re-centered by removing the central nut, lifting off the spindle and re-fitting.

These words do not, of course, convey the blood, sweat and tears associated with working in such a confined, awkward area so if you think you deserve a treat – take it to the garage!

Happy Hundreding!

Cheers, Dave.



New registrations

The register continues to grow and as can be seen from each issue, both classic and later '900' owners remain keen to sign up to the Club and provide basic details of their vehicles. Articles of a more detailed nature though increasingly seem to be few and far between and to maintain interest and variety, I urge anyone with a story to tell to get in touch and share with all through the column.

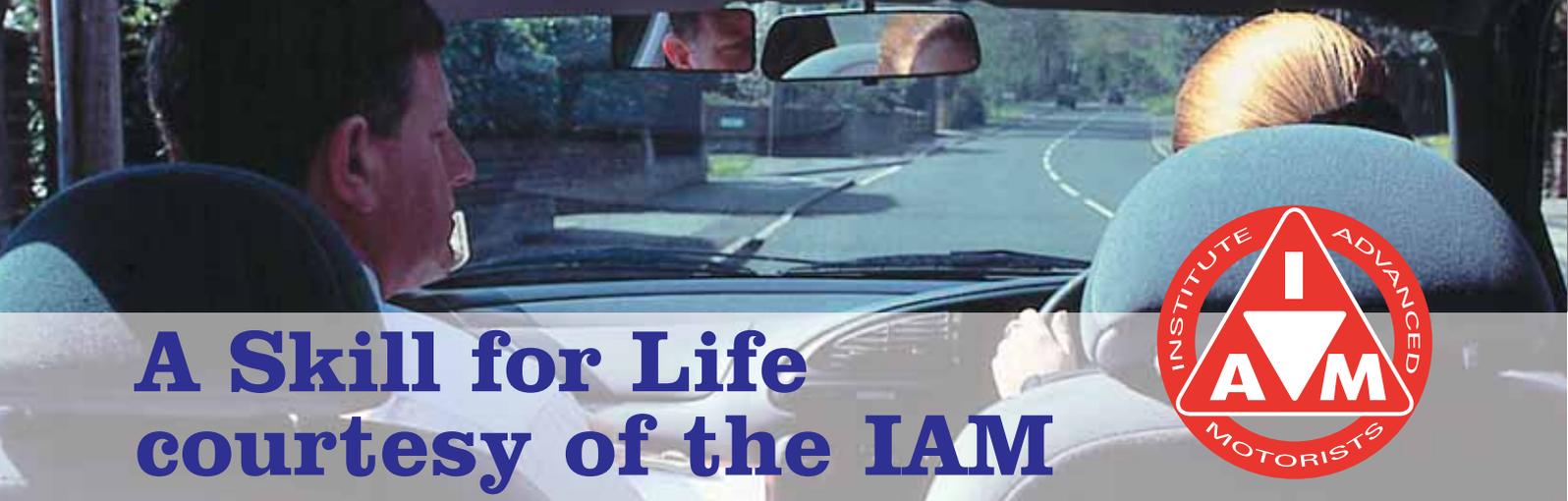
From the latest registrations Alan Sitton (MN 19629) finally has the Saab he has always wanted in finding a White, low mileage 900T Convertible with burgundy leather, following ownership of a 96 two stroke and a 99 Turbo a considerable number of years previously. Alan adds that he considers this was the height of 'proper' Saab engineering before the GM takeover. Leslie Berry (MN19625) however has found his nine-year-old 900S Auto with just over 100,000 miles on the clock to run more like a two-year-old, similarly proving a testimony to quality for the later models. Last but not least Malcolm Tranquair (MN 19621) has stuck to what he knows best and is now on his fourth classic 900, arguably saving the best till the last and currently enjoying his Black 900T Carlsson.

Name	Area	Mem No.	Model	Year
Chris Martin	Dunmow	16072	900T	1981
Nick Degg	Newcastle under Lyme	18688	900LPT	1991
Neil Haynes	Biddulph	19397	900S Cab	1996
John Kitchin	Tamworth	19404	900SE Conv	1998
Paul Naylor	Hucknall	19409	900i	1990
Jonathan England	Matlock	19451	900i	1991
Damon McGuinness	Evershot	19510	900T Conv	1991
Paul Yoward	Cardiff	19543	900i	1988
Oliver Harwood	Cambridge	19573	900SE	1993
Jonathan Downing	Tooting Bec	19587	900i Jubilee	1987
Richard Price	Birmingham	19597	900T Conv	1991
Malcolm Traquair	Glasgow	19621	900T Carlsson	1990
Leslie Berry	London	19625	900S	1998
Hugh Taylor	Cornwall	19626	900T Conv	1989
Alan Sitton	Stanmore	19629	900T Conv	1989

All correspondence to:
Dave Salt

34 Barn Close, Upper Newbold
Chesterfield, Derbyshire, S41 8BD
Telephone: 01246 203818
E-mail: 900reg@saabclub.co.uk





A Skill for Life courtesy of the IAM

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

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

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

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

It takes place in a wide variety of driving situations,

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

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

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9000register



David Taylor (17170) dropped me a note which was in the May/June 'Driver' saying his 'old' two litre LPT was surplus to requirements and was anyone interested in acquiring it?

Well the good news is it has been transferred to its new home in deepest rural Lincolnshire, to another SOC Member.

Not only was the new owner a similar age to David, but also they are both on their fourth Saab. David delivered the car and was then driven home (over 80 miles) in very unsettled weather and the LPT didn't miss a beat.

Talking of the 'new' car and being very upbeat (or is it still a honeymoon) David says he can't believe the difference the 305cc, two balance shafts and a full blown turbo make to the drive of a 9000 – it's amazing.

A recent trip to Essex left him feeling more than satisfied and looking forward to a very celebratory trip on his big 60th birthday in mid-September, happy Anniversary Saab and of course himself.

In conclusion David says the only thing separating him from a youthful (up to three years old) Saab, are those numbers on the lotto!

Susie's Workhorse

David also writes: "Just an update on our recent registration of my wife Susie's 9000 CSE.

"She has been with us for nearly four years now, since we returned from living overseas.

"We have been Saab owners for six years but have only just joined the Club, having run a classic 900, Mk 1 9000 and now the Mk 2 9000, (which has just been joined by a 9-3).

"The CSE is in Le Mans Blue and the body is now getting tired, although most of the dings and scrapes were there when we bought her. We needed a large, comfortable, economical and maintainable workhorse and she has been all of these things.

"The two litre engine still returns 33-34mpg all week and the only major job has been a full clutch rebuild at the end of last year. The grey velour interior is still in very good condition and has seen us through two house moves in the last three years. Her enduring charm and faithful service would still tempt me to put her in for body renovation if the funds allowed, as she has 'only' done 148K.

"I am currently repairing various minor items, headlamp wipers, mirror switch etc, and we are resting her more now with the arrival of the 9-3. But she is still the ultimate picnic car and long distance cruiser!

9000 CSE modifications

Peter Tanser (19324) has carried out various modifications to his car (pictured below):

"I bought this car in March 2006 it is my first Saab, when I bought it, I found that it was not as lively as it should be.

"I had someone look at it and found that the waste gate had seized and the Dump and APC valve needed replacing.

"Since then various other modifications have been done to the car.

- Vacuum Hose – as with most of these cars the vacuum hose had perished so I replaced this with Blue hose.
- Grille – I have fitted a mesh behind the grille.
- Spoiler – I managed to get the spoiler colour coded (like the Aero).
- Mirrors – I have painted the mirror covers.
- Steering Wheel – I managed to get hold of an Anniversary Wood Steering wheel.
- Wheels – I managed to pick up a 9000 Aero which needed a new gearbox (amongst others things) so I decided to break it but I kept the wheels and put onto mine.
- Interior – also from the Aero I fitted the seats and door cards.
- Exhaust – also had a Sports exhaust fitted.
- Head Lights – upgraded to an Aftermarket HID kit (not just bulbs) this is a complete kit.
- Cam Cover – repainted the cam cover black, however thought I would colour match it, so got hold of another cam cover stripped it down painted and refit.
- Brake Callipers – now I have 16" Aero Alloys I thought the alloys would look good painted blue as well.
- Dial Gauge Rings – fitted Gauge rings.

Dave Garnett



New registrations

Name	Area	Memb No	Model
Quentin Robinson	(18820)	Ilkley	9000S
Peter Tanser	(19324)		CSE 2.3T
Peter Johnson	(19489)	Witney	CSE T
Mike Parsons	(19519)	Worthing	(1) CSE T (2) CSE 2.3T
Paul Yonard	(19543)	Cardiff	9000
Anthony Fearn	(19632)	Alveston	CD Carlsson

All correspondence to:

Dave Garnett

Gorseley Field House, Birtle, Bury BL9 6UD

Telephone: 01706 368724 E: 9000reg@saabclub.co.uk

9-3register



New 9-3

Saab has recently unveiled details of the new 2008 9-3 which is due to hit our shores from autumn (see Stop Press on page 9 – Ed). Featuring a welcome return to the 'clamshell' bonnet first featured on the 99 and the Aero X-inspired front grille, Saab claim the new 9-3 will 'acquire a more focused, assertive stance, reflecting the introduction of technical advances aimed at delivering an even more rewarding experience behind the wheel'. As before, the 9-3 range will comprise of Sport Saloon, SportWagon and Convertible models all available with petrol, diesel or BioPower engine variants. Airflow, Linear SE, Vector Sport and Aero will define levels of trim available (source, www.saab.co.uk)

2008 Saab 9-3 SportWagon

I have heard a lot of rumours surrounding the new 9-3 and not to bombard people with loads of information, I'll stick with the two most common. The first rumour I have heard is known as 'Black Turbo'. The rumour is that Saab are developing a 9-3 with an all-wheel-drive system and an engine producing around 320bhp. However, the option of all-wheel-drive has been confirmed, aside from the above rumour and that it will not be available until after the initial launch of the new car.

Hopefully the 'Black Turbo' rumour is true, as I believe Saab needs to keep up the pace with its competitors or risk losing a share in the market.

Another rumour is that the 9-3 will be fitted with a twin-turbo diesel engine, derived from the current 1.9 litre engine. This may prove a useful tool for Saab as it may take a long time for biofuels to take hold. Which takes me onto another topic.

BioPower

Saab announced in March 2007 that BioPower engines will be

available in the 9-3 range, starting with the 1.8t power plant. To add to this, Saab is currently the only car manufacturer to offer a BioPower engine in every model available.

Post

One letter received for this edition of 'Driver' courtesy of Wynn Jones (586, Cheshire). Wynn has recently moved from owning a 9-3 to the 9-5 ranks. Wynn writes: "Re: Saab 9-3S. Please note that this vehicle is no longer in possession. It is now owned by my son, who is also a Member of the SOC. I'm sorry it's gone but his Red 900 (F Reg) with 185,000 miles on the clock was just beginning to show its age. I have joined the ranks of the 9-5 club. Nice car – but big!"

9-3 Updates

As mentioned in the last issue of 'Driver', I have been compiling a list of possible causes of wobbling on 9-3's (1998-2002 models). After a lot of trial and error and searching books and internet, I have compiled a list of components or problems that may cause the 9-3 to wobble. General wear and tear would be the first avenue to explore, as each car will suffer in its own way. Mounting bushes and suspension components could be tired and worn and may need replacing, tyres may not be inflated to the correct pressure, wheel alignment may need to be adjusted or even the wheels being incorrectly balanced. Further information will be given in the next edition of 'Driver' regarding the rear axle and why this could be the problem.

I would appreciate any information from owners of the current range of 9-3s (2003 to present) to contact me with any problems you have had, and what was done to rectify the problem. This way we can build a database that we can refer to, to help other Members if they are encountering difficulties with their vehicles.

Scott



The Burning Dice

You may recall that Scott mentioned 'signing a record deal' in his May/June 2007 column – we quizzed him about this, as I needed to know! – Ed.

The band is called 'The Burning Dice' and are signed to local label 'Hello Trouble Records'. The band signed in January 2007 and released their debut single 'Temper Temper' with a single launch party on 24 March 2007 in Newcastle-Upon-Tyne. Further information and previews of the tracks can be obtained by visiting www.myspace.com/theburningdice

Below is part of the Band Biography issued to Music Industry professionals for the 'Temper Temper' single release.

The Burning Dice - Biography

The Burning Dice has a flavour you can't quite describe: tunes at a frantic pace full of melancholy and euphoria. It's like they dare you to stand still.

Who, what, where and when?

John, Steve, Terry and Scott formed 'The Burning Dice' in March 2006 with the goal to make at least one part of your body move to the beat.

The band members are multi-instrumentalists and use an unusual collection on this record including a Fender Rhodes piano, a banana on a pack of pills, and a bunch of keys.

The band members are originally from Houghton-le-Spring, Tyne & Wear and are now spread across Sunderland, Gateshead and Newcastle. The band now have their own studio space in the heart of Newcastle's music community, the Ouseburn Valley.

Well now you know.

Good look with The Burning Dice – Ed.

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.

Mark Neale (19673, Bexleyheath), Silver 1999 (purchased March 2007) 9-3 Convertible. Mark rates his 9-3 nine out of ten for mechanical, interior and bodywork condition.

David Collins (19590, Epsom), Ice Blue 2007 (purchased March 2007) 9-3 1.8t Vector Sport. David's car is a recent Anniversary model and has had the 'Supagard' treatment.

Clive Goss (19571, Northants), Fusion Blue 2006 (purchased August 2006) 9-3 Aero. Clive writes: "It's the first Saab I've owned and I am very impressed with it. Good build quality and adequate performance with a nice torquey engine."

David Denovan-Smith (19576, Surrey), Electric Blue 2000 (purchased October 2005) 9-3 Viggen Convertible. David's 9-3 has been fitted with the following extras from Abbott Racing – Rescue Kit/Suspension, sports exhaust, and an ECU upgrade.

Amanda Tweedale (1294, Oldham), Steel Grey 2005 (purchased September 2005) 9-3 Aero Convertible. Amanda rates the cars' mechanical condition as ten and both the interior and exterior a nine out of ten respectively.

Andy Nicholson (19344, London), Silver 1999 (purchased September 2006) 9-3 Viggen. Andy's car is currently standard but will be booking an appointment with Abbott Racing for various upgrades when he has saved up!

Lucie Wallis (2703, Cranleigh), Lightening Blue 1999 (purchased March 2007) 9-3 Viggen. Lucy had not long ago registered her 9-3 S TiD in the March/April 'Driver' but has now moved onto a Viggen. Lucie's car has Abbott Racing's steering rack clamp fitted. Lucie writes: "Having only just informed you of my beloved 9-3 diesel, I believed it would be a while before I contacted you again. It has taken me a bit of getting used to, as my diesel was slow but trustworthy. This (Viggen) is a completely different kettle of fish and I have only just mastered not wheel spinning everywhere!"

John Preece (19591, Linlithgow), Metallic Grey 2001 (purchased May 2004) 9-3 Aero Convertible. John's car has had upgrades supplied by Abbott Racing. These include an ECU upgrade, intercooler, turbo delivery pipe, Viggen rescue kit/suspension to name but a few. John writes: "I had actually chosen the suspension upgrades before I settled on the engine spec. There's no point in making it go faster if it doesn't go around corners!"

Keith McShane (14571), Silver 2006 (purchased March 2007) 9-3 SportWagon Linear 1.9 TiD. Keith bought his 9-3 with only 146 registered miles and the car drives well.

All correspondence to:
Scott McGregor

5 High Dubmire Cottages
Fence Houses, Houghton-Le-Spring
Tyne & Wear, DH4 6LF

Tel: 0191 3855251
(please leave a message if there is now answer, thanks!)
E-mail: 9-3@saabclub.co.uk

9-5register

New registrations

Bernard McDermott Steel Grey 9-5 SE 2.3 that had a 2.0 engine fitted at 56,000 miles.

Steve Palmer Cayenne Red 9-5 SE 2.0.

Tony John Silver 2.3LPT Estate.

Kevin Tizzard Hazelnut Vector Sport TiD Estate with heated seats all round (Superb colour choice Kevin).

Martin Travis Smoke Beige Vector Saloon. Martin purchased this car to replace his 1999 2.3LPT 9-5. (I really lose track of all these colours Saab keep producing).

Paul Naylor Black 2.3 saloon with Stage 2 BSR upgrade, stainless exhaust cat back, polymer bushes, Aero suspension, modified induction pipes and filter, Baileys re-circulating dump valve and 18 inch alloys.

Jamie Allan Blue Griffin. Cracking choice Jamie.

Alwyn Tweedale Steel Grey Aero Estate. (Another cracking choice and in one of the best Saab colours ever).

All correspondence to:
Tim, Julian and Trevor Bayes

10 Barrington Avenue, Jessops Wood,
The Reddings, Cheltenham GL51 6TY
Telephone/Fax: 01452 855551
Email: 9-5@saabclub.co.uk



Happy birthday Project 640

As I write this article the news is full of what happened 10 years ago. Tony Blair has just announced the date that he will stand down and the inevitable Gordon Brown appointment is yet to be confirmed but will no doubt have been long before you read this.

If you are reading this article the chances are that you will know this already, but 10 years ago something far more interesting happened. In 1997 what started as Project 640 hit the showrooms as the all new Saab 9-5. We could go on for pages on how many models, colours, engines etc etc but we really don't need to as you know very well having driven them for 10 years. We really can't let such an important anniversary go by without some recognition though so we are hoping that you can settle what is now a 10 year argument. Which of all of the models is the best all rounder?

This really is fairly simple. Write to us or e-mail to let us know which you think is the best all rounder and why. If you own the car, send a picture if you have one, and we will do our best to print it. We know that an incredible amount of people on the register are on their third or fourth 9-5 (maybe some even more) so by now you must have an idea of which was the best. Whether the car is standard spec or a modification makes it the best please do let us know. At the end of the year

we will add up all of the votes and let you know which is the official 9-5 Register 9-5 of the decade. To quote a 1980's movie 'There can be only one!'

Robin O'Connor sent this e-mail to us: "Hello, after running my 9000 for over six years it was time to have a change despite the car having under 100,000 miles on it. I did not think it would take so long to find a suitable replacement, after three months and a number of sources looking for me, Classic 900 in Hull, where I bought my 9000 from, came up with a near mint 9-5 2.3 LPT airflow estate.

"Although a 2000 year car, which was older than I was looking for, I could not resist it, the spec was ideal even down to the colour, Imola Red the same as the old 9000. With a dealer and one owner and only 47,000 on the clock it drives like a new car, I cannot believe how different it feels compared with a 9000, no groans, creaks etc. Having said that the 9000 was a great car and whoever buys it will be getting a good car that has had a lot spent on it in the last year. A major service in 2006, an oxygen sensor, tank straps, new tyres, two were replaced three weeks ago".

Welcome to the 9-5 Register Robin.

Philip B Dante also e-mailed us:

"I thought you would like to hear about the change of my vehicle through circumstances outside of my control, so here goes.



"I have owned a Saab 9-5 2.2tid Estate since February 2005 and until the 18 January this year, nothing remarkable had occurred.

"As you may recall, the 18th was the day of the exceptionally high winds which brought havoc to our roads. I was travelling on the Wirral in Cheshire on business and having left a customer in Hoylake was driving down the M53 to visit a customer in Widnes, this stretch of motorway is only two lanes and all was going OK until I spotted some debris stretching across my lane from the crash barriers in the centre of the road, thus I had to move over to the nearside lane where by now the traffic had slowed to a crawl. I indicated my intentions and waited my turn, looking in my rear view mirror, as you do, I was greeted by the sight of a Fiesta approaching rapidly, the driver not realising what was happening, then proceeded to hit me at a speed in the region of 50+ mph.

"The impact was so fierce that as I had released my brakes my vehicle was pushed over the debris and travelled about 30-40 metres from the point of impact, the Fiesta spun 180 degrees and came to rest facing back up the road.

"The seatbelt tensioner had activated and most importantly so had the Active Head Restraint system, I released my belt and upon exiting my vehicle to enquire as to the condition of the other driver, my glasses blew off and across the road and down the embankment! The other driver was shaken and his airbag had been triggered but nothing worse. Eventually the emergency services arrived and all was sorted out but I cannot praise the Active Head Restraint system too highly, I walked away and although my vehicle was eventually classed as an uneconomical repair I have had no whiplash or other injuries as a result.

"So, after a few weeks of negotiation with Churchill, the third party insurer, I have acquired a replacement my sixth Saab, once again I have a 9-5 2.2 tid estate this time in Black a June 2005 registration, vehicle previously a Saab GB vehicle, leased to a dealer and with only 10,300 miles on the clock. Thanks to Saab's serious safety features I am well and enjoying my motoring again, tell that to the BMW and Mercedes drivers!"

Really sorry to hear you had to go through this Philip but pleased to hear you were OK. Thanks for letting us know about the accident and your new vehicle.

Wynne Jones wrote to us to let us know he has moved over from the 9-3 camp:

"Just a note to let you know that I have purchased a 9-5. This replaces my 9-3 which is now with my son.

"It is a Saab 9-5 Silver four door Ecopower first registered 18 August 2000 with 60,000 miles on the clock. One owner from new and a full Saab Dealer service record (this is why I bought it). It's in superb condition.

"This is my tenth Saab in 39 years! Next year we will be celebrating our Saab Ruby Wedding!"

Wynne, 10 in 39 years is a superb record. Please let us know

if you do anything to celebrate the Ruby.

Tony Richardson also wrote:

"I just write in order to give you my good news at last. I have bought myself a 9-5 but at the cost of my 1995 900s. I couldn't resist her a 9-5 SE Auto in Black a 1998 model and so far she is a joy to have. Better made, quieter and comfort is on a different level to a GM900 but don't worry I still own a classic 900 a 1987 Sedan in Red which has all my neighbours jealous. I don't know why as there are plenty of good Saabs out there, they just prefer Rovers, Fords etc.

"Well, I hope you enjoy your Saabs as much as I do and have done. I've had six so far and all are still knocking about".

Thank you for letting us know about your change. Really pleased you are enjoying your new car.

Jane Beales also sent details through of a Saab to replace a Saab:

"Just part exd my 1991 Saab 9000 Turbo 16SE Carlsson chipped (230bhp) at 248,566 miles for the 9-5 model as cosmetically the 9000 needed too much doing to it but mechanically was superb. Just hope the old 9000 is sold to an enthusiast by the dealer and it's not gone to Saaby Heaven!"

Completely agree that an enthusiast should have this car. Jane registers her 2005 9-5 Vector Sport saloon. Any plans to chip this one?

And so that's it for this time. Just as a quick tally that's two from Dave's 9000 Register, one from Scott's 9-3 Register and two from Dave Salt's 900 Register. Please do let us know if your 9-5 replaces another Saab as it is nice to rub it in! I may be wrong but I don't think we have ever had anybody defect from a two-stroke, V4 or Sonett so if you are about to please do tell us. You could make history!

Many thanks to all of the contributors this month and please don't forget to vote on the 9-5 of the decade.

Tim Bayes

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Doesn't your car deserve a showroom?

You are proud of your house aren't you? It has central heating, double glazing, maybe a conservatory?

Everything is first class

But let's have a look at that garage. Sure, all the tools are hanging in the right place. The ceiling and walls are clean and your workbench is tidy. But look at that floor!

Bit of a mess isn't it. Dirty with small cracks all over the concrete. It's almost impossible to brush because dust keeps coming up.

The classic car which has cost you an arm and a leg (and probably a marriage) over the last few years is now looking decidedly average.

Does this sound like your garage?

Look at what they do in America. Over there it is common to use interlocking plastic floor tiles to cover garage floors. There are a number of makes which are capable of taking the heaviest of cars and which offer a long service life.

The better brands also have a slip resistant surface for safety. Many of them are very quick to lay because no adhesives are required. Normally only about half a day is required to tile a double garage.



As with all types of product there is one make which stands out above the rest. This is Dynotile.

Dynotile can help you turn your garage into one of the most attractive, fun and productive spaces in your home and will give you a dramatic way to showcase any car.

Unlike solid tiles, Dynotile has a unique honeycomb structure underneath. The trapped air means that the tiles insulate from cold concrete floors and are warm to walk on. Dynotiles are also made from a special polymer that makes them comfortable to stand on. No more aching, cold feet when working on your favourite machine.

To help keep spills on top of the tiles and to prevent problems with rising dust, Dynotile has the, patent pending, Overlock technology which sets it apart from other tiles.

Dynotile has also passed the BS EN ISO 11925-2:2002 European Fire Test.

When selling your home a dynotiled garage floor, which could cost as little as £350 for a typical single garage or about £650 for a double garage, could make your property much more attractive to potential buyers. Indeed the time may come when it will be as difficult to sell a property without a

dynotiled garage floor as it is to sell a single glazed property today. A nice dynotiled garage floor like that shown above will soon be near the top of every homebuyer's 'wish list'.

Consumers wishing to find out more information on this exciting product should either contact Dynotile on, Tel: 01676 522400 or see the very informative website, www.dynotile.co.uk

On this site one can use the floor builder to design their own floor from the combination of nine tile colours on offer. You can calculate the prices for various size floors and order online. Delivery is usually only a matter of a few days.

“ Unlike solid tiles, Dynotile has a unique honeycomb structure underneath. The trapped air means that the tiles insulate from cold concrete floors and are warm to walk on.



Saabsport



Preparing a 99 for a Classic

Last summer Jerry and Clare Hutton decided to enter a Saab 99 in the 2007 Winter Classic Trophy, a historic road rally organised by Classic Rally Tours Ltd, which is a new event for 2007. Last issue we heard how they prepared the car, now we see how they fared.

11 February – Gaydon, Scrutineering and Signing-On

The journey to the start at the Gaydon Motor Heritage Centre is only about an hour from our home and was completed without incident. On arrival the first activity is the noise test, with a standard exhaust the 99 recorded a very civilised 78dB, well below the limit so we were ushered into the queue for scrutineering. This was also a pretty relaxed affair, a check under the bonnet to see that everything is secure, a check in the boot to see that the spare wheels are strapped down and the first aid kit, warning triangle and spare bulbs are present and a check for safety and security of the seats and seat belts were all completed with the only comment being the novelty of heated seats. Wheels, tyres and lights are also checked and at this point there was a comment about the brake lights but we were waved through. Scrutineering was followed by signing-on, with the car and crew's documents checked we were through all of the preliminaries. The organisers provide a measured route so that competitors can calibrate their trip meters. Whilst completing the measured mile I noticed the brake warning light was on. Handbrake I thought, no that was off... Returning to the car park, whilst trying not to worry the navigator, I started to check around the car. Brake pedal seems fine, no sign of fluid loss in the master cylinder reservoir, no sign of brake fluid under the car, it must be just an electrical problem I say to myself... By now it was time for the competitors' briefing so we joined the rest of the crews to hear Simon Rossiter welcome us to the event and provide a bit more information on the style of navigation we could expect. With this over we were free to go and so Clare and I headed off for our hotel. When we were parking up I asked Clare to check the brake lights, they were not working. It always seems to me that old cars wait for the most inconvenient time to decide to start being temperamental! After checking-in to the hotel I excused myself and returned to the car park to see what I could do. The brake lights were quite quickly traced to a failed fuse, I think more due to mechanical failure of the fuse

than a short circuit, and after replacing it everything seemed fine. The brake warning light was still lit, I identified the switch on the handbrake and the sensor on the brake pedal assembly and determined that even with both disconnected the light would still not extinguish. This was reassuring as it suggested to me that there was some problem with the electrical circuit for the warning light rather than the brakes. Thinking positively, I decided to put it out of my mind, returned to the room, washed and changed and relaxed.

12 February – Day One, Gaydon to Buxton

We returned to Gaydon at about 9 o'clock on Monday morning leaving plenty of time to see the first car away at 10:01. The brake warning light that had been worrying me the previous night had magically corrected itself and has not reappeared. We were running car number 31 of a 39 car entry so our departure time was 10:31, just behind car number 30, Bob and Jeanne Taylor in a Saab 96. After being flagged away we drove 100 metres to join the queue for the first special test that had been laid out in one of the Heritage Centre car parks. This was a short slalom through some cones, not my favourite sort of test; I tried to be neat and tidy with the aim of just driving through as quickly and as cleanly as possible without any drama. Whilst we were queuing we watched the Porsche 911 of Paul Wignall complete the test, which was very spectacular, lots of oversteer with use of handbrake and power to get around the cones, not something I would be trying in the 99 with front handbrake! After the test there was a transport section to the second special test at Curborough sprint track. This was much more enjoyable, after being flagged away we accelerated along a service road before negotiating a 540 degree circuit of a cone, then back down the service road, left onto a forest track before joining the sprint circuit for most of a lap. Later examination of the results showed we were fifth fastest on this test and faster than three of the four Porsche 911s on the event, I was well pleased!

Send all Motor sport correspondence to:
David Barrow
27 Lilac Avenue, Widnes, Cheshire, WA8 6SX
Email: motorsport@saabclub.co.uk



Next we were in to the first regularity section of the event, with jocular timing and titled the 'Trent Valley Tickler'. We got held up in local traffic at the start of this section so I had a bit of time to make up before the first intermediate time control (ITC1) but this was not a problem, soon after ITC1 we came across some standing water in the road, as we hit it I realised two things, first that the water was deeper than I thought and second that I should have slowed down more. I had a moment's panic when I thought the car hesitated but I needn't have worried, the 99 climbed out of the flood water and continued without problems with us smiling and waving to the photographers. We later found out that not all of the field survived this unscathed.

The second time control came up soon after and this was the end of the first regularity as it had been shortened because of a road closure. After a break for lunch we were into the second regularity section, this was tulip navigation with a self start, follow directions to the section start and then start your self at your allotted time. There was six minutes to get there but this was fairly tight, OK if you remember to start your stopwatch at your due time, if you are late it can cause problems, we got there on time and Clare was ready anyway but I know that at least one crew arrived and then realised they had missed their start time. We managed alright up until the fifth ITC but this was just 300 metres after a hideous left-hand uphill hairpin, lots of people struggled to get around. I stuck the Saab's nose in and grounded, but without being very aggressive and damaging something, I did not think it would go. Minis and people using the handbrake to get round were OK but I decided a 3-point, which turned into a 5-point turn after the junction and then returning was the best option. We lost 33 seconds but we weren't the only ones.

At the end of the day in the Palace Hotel, Buxton we thought we had done pretty well, the only significant penalties we picked up were for the hairpin where we lost over half a minute (33 penalties) but when the day's results came out we were 27th on 149 penalties, the Saab 96 of the Taylors was in 25th position with 146 penalties and the leaders were Mark and Sue Godfrey in an MGB with 70 penalties.

13 February – Day Two, Buxton to Harrogate

First regularity section of the day was the 'Goyt Valley Jocular' timed using the jocular directions, there were three ITCs and we were one second early, two seconds late and two seconds early, it doesn't get much better than that, well done Clare!

After the first regularity was a special test at the Buxton Speedway which is a stockcar race track on the moor above Buxton which on a cold February morning with a howling wind felt like the most inhabitable place in the country. The test was a bit tight but we went round in a respectable time.

After a coffee stop we were into regularity two of the day, this was tulip navigation but with a speed table to keep us on time which means that ITCs may not be on the junctions. We were OK on this section too with no serious problems.

After lunch at the 'Rose & Crown' in Marsden near Huddersfield we were into regularity three, tulip navigation, unfortunately this did not go well, there was a significant

hold-up after ITC1 which resulted in the section between ITC1 and ITC2 being cancelled but we also experienced significant congestion through the whole of the regularity, we just went as quickly as we felt was safe and the end result was we had 191 penalties on this section which most of the rest of the rally seemed to avoid, no complaints on my part, that is just the way it goes sometimes.

We then had a stop for coffee before the final regularity section of the day and at this point it dawned on me (and Clare) that although there is no night section it gets dark about 4:30pm in February and we still had about two hours to go. After a bit of improvisation with some cable ties to fix a torch to act as a map light we were ready to go. The route was defined using a marked map and speed tables provided to define the average speed. This section proved quite tricky as there was a difficult-to-spot, narrow right slot down a gated road, we found the turn with no problems which many of the field did not but there were a total of three gates to negotiate; first gate, stop car, Clare gets out and steps into an ankle deep pool of slurry which she was not happy about! She struggled to open the gate, I then drove through and she closed the gate behind us before getting back in the car. By this time the next car was arriving at the gate, we shot off to discover the second gate and managed to get through and close the gate before the chasing car arrived but at the third we could leave the gate open for them to drive through, the car following them had also caught us both by this time so when we arrived at the time control almost immediately after the third gate we were inevitably late. This is another of those occasions when a bit of luck can make all the difference; if you can travel through the gates with another car the time taken is reduced, we had taken a lot of time to get to the control.

After a short run to the Cedar Court Hotel in Harrogate when the results were posted we had amassed a score of 457 for the day bringing us to a total of 606, although this sounds pretty poor we were not the only ones to have clocked up plenty of penalties and we actually improved our overall position by five places to 22nd, even the new leaders David Astle and Colin Francis in a Reliant Scimitar Coupe collected 153 penalties for a total of 242. Bob and Jeanne in the 96 had a total of 527 penalties and had moved up to 17th place.

14 February – Valentine's Day, Harrogate to Kendal

The first regularity section of the day was the 'Brimham Rocks' jocular. We had a particularly good run on this with a total of 10 penalties for the section including a zero on the third intermediate time control. Coffee was at the Black Sheep Brewery, Masham. The hotels on the event were all fine but like most hotels not one of them sold a decent pint of beer, stopping here for coffee and not being able to sample the wares was almost too much to bear. Tulips defined the next section but our good luck on the first regularity unfortunately did not hold. On a narrow downhill lane we met a local car coming up; we reversed back up the hill to the first suitable place and allowed him through but then almost immediately came upon the ITC and were 43 seconds late. After this regularity was completed we drove on to lunch at the Creamery in Hawes, a ploughman's lunch with a nice bit of Wensleydale.



The third regularity was the 'Dentdale Jocularity', another good result for us with only eight penalties in total at the three time controls. After a drive into the Lake District we paused for breath at The Swan, Newby Bridge. The next section was the one that everyone had been talking about since the beginning of the week. After a transport section to the start near Coniston we were given a marked map and speed tables defining the route up over Hardknot Pass and Wrynose Pass. The navigation was not difficult but keeping on the regularity time was a challenge. We were pleased to be keeping on time and by the fourth ITC we had dropped a total of 24 seconds, at which point Clare announced that we had reached the end of the speed tables. With no speed tables we did not know the regularity average speed, had the regularity section finished? Clare checked and double checked her paperwork but could not find anymore speed tables. The Volvo PV544 that had been running behind us came up fast and I pulled over to let him pass, we were confused. I carried on at a brisk but not fully committed pace and nine and a half minutes after leaving ITC4 we arrived at ITC5, one minute 58 seconds late. We still could not understand what had happened. At the Castle Green Hotel in Kendal we discovered that everyone else had three pages of speed tables, Clare was convinced we only got two. We went back to our room to get the offending speed tables only to discover that there was a third page that had stuck itself closely to the back of the second page. We retired to the bar and tried to forget about it. When the results came out, despite our problems, we had moved up one place to 21st on 828 penalties. We knew that Bob and Jeanne had been struggling with a temperamental trip meter, they had accrued 313 penalties during the day and this had dropped them down to 22nd. At the other end of the field the Godfrey's had regained the lead in the MGB on 357 penalties.

15 February – Day Four, Kendal to Carlisle

First regularity of the day was the 'Bridge too Far' jocularity. Soon after the start the route was blocked by a tractor, we waited in a queue of cars until eventually the road was cleared and we could proceed. We all pushed on to get back on time. The time control arrived just after a very narrow bridge, we found out later that the Rolls Royce Silver Shadow got through without a problem but the Citroën DS had scraped the side. However, after this ITC there were more problems with temporary traffic lights and in the end the whole section was scrubbed. We stopped for coffee at the King's Head pub in picturesque Ravenstonedale, near Kirkby Stephen and we then had a marked map section on Sleightholme Moor. This was a good section for us with our second zero of the week at the

first ITC and a total of 10 penalties for the regularity. Lunch was in the Bowes Museum café in Barnard Castle, followed by a tulip section on the Moors above Weardale. On this section we were made to feel very grateful to the marshals who support our sport, the route was across a very exposed road with a biting wind howling across it, the marshals manning ITC3 could barely stand up, sat in our nice warm car we really felt for them. When we arrived at ITC4 the marshals were huddled in a convenient telephone kiosk to stay out of the weather, jumping out to give us our time before retreating to wait for the next car, we managed a reasonable 27 penalties for the whole regularity section.

The afternoon break was in Alston which is a time warp little town in the Pennines above Penrith. We parked all of the cars in front of a garage that looked as though it has hardly changed since the 70s. A marked map titled 'Carlisle Capers' defined the final regularity section of the day. We got off to a bad start on this regularity and that was entirely down to the driver, Clare told me we were looking for a slot left but I missed it and carried on down the road. We quickly realised that we had gone wrong but after I had turned around and got back on route there was no distance before the ITC for us to make up time and we arrived nearly one and a half minutes late. After that we were OK on the next control but quite early at the third, more or less back on track at the fourth. After the fourth ITC there was some tricky navigation with a right slot that lots of crews missed. We missed it too but again realised we had gone wrong and quickly retraced our path to find the right road. By this time we were pretty confused about timing as to be accurate you need to have measured the route accurately, having made two detours we were making a lot of estimates and to compound things there turned out to be a very long section before the final ITC. I thought we might be early but in fact we were nearly two minutes late, in theory that means at least one car should have caught us up but we did not see anyone. After a short transport section to the hotel Clare and I had a side bet on whether we had improved on our position. Clare won, I am too much of an optimist! We were now in 24th position with 1120 penalties, Bob and Jeanne Taylor had moved up one place to 21st and 1067 penalties and we had a new leader with Jane Wignall and Kevin Savage in the Alfa-Romeo Giulia Sprint on 399 penalties. Remarkably the leaders had only 17 penalties for the day, the lowest daily score of any crew on the event. Over fourteen timed to the second sections we had averaged 21 seconds penalties per section, more than they had collected all day.

With one day to go we were quite happy with our position of



24th overall but we were hoping for a good final day and (me being optimistic again) hopefully breaking into the top twenty.

15 February – The Final Day, Carlisle to Edinburgh

First regularity of the day was tulip navigation and very early on in the section we were greeted by a primary school that had turned out to wave and cheer us on our way. I find that when competing on road rallies on crowded English roads it is often necessary to remind myself that these are public roads and I always try to be courteous and considerate to other road users. Despite this it is not uncommon to encounter negative reactions from other road users, perhaps not surprisingly when they encounter up to fifty cars coming towards them at one minute intervals down a narrow lane and when all of them would really rather not lose time. This was the first event we had ever done north of the border and we both thought that the enthusiasm and support of the people we encountered was exceptional. Later in the day we came upon a traffic cop in his Volvo estate, parked up to watch the rally pass, obviously there to remind us we were on public roads but as we approached at an enthusiastic but still legal pace he smiled and waved. Maybe this is why so many of the best rally drivers and navigators have come from Scotland (and Wales). Anyway, first ITC after the primary school we were two seconds late, five seconds at the next one but at the third there was a gate to negotiate just before a very narrow, twisty road to the control and we were 32 seconds late but this was not a bad score as it transpired. After one more control coffee was at The Grapes, New Castleton, Scotland, the first pub I have been in where smoking is banned by law, not a problem for us, in fact we look forward to making more use of some of our local hostelrys once the ban is introduced in England later this year. After the break the next regularity was a short one using a marked map with speed tables and with only two controls, which caused Clare a bit of concern. After this we were into a third regularity 'Castle O'Er Jocularly', at the first control we got our third zero of the week and had a total of seventeen penalties for the section.

Lunch was at the Tushielaw Inn, Innerleithen. We had forty plus cars parked on the road outside the pub, only a handful of local cars went past during the time we were there. The next regularity was a different variation, the 'Ettrick Forest' marked map but timed to the minute. On timed to the minute sections you have a 'window' to arrive at each Passage Control (PC), if your due time is 14:21:00 you can arrive at the control and wait outside the timing board until 14:20:01 and then drive in, claim your 14:21:00 time and you will be held at the control until that time. However, if you arrive at the control after 14:21:00 but before 14:21:59 you have a choice, you can claim

14:21:00 and the marshal will do the paperwork and release you immediately but you will be leaving late into the next section, or; you can take the next minute 14:22:00 and leave on time. In practice the timing on this regularity was for the most part not too tight, we cleaned it with zero penalties for the whole section but at times there was a need to press on. I must now confess to another driver indiscretion, on a straight road before a village when I knew I would have to slow down I was trying to get some time in hand (remember on timed-to-the-minute sections you cannot be penalised for being early because you are allowed to wait outside the control). I could see there was a humped bridge in the road ahead, visibility was good so I tried to keep the speed up but I misjudged it and went over too fast. We definitely left the ground; it is difficult to judge how far we flew but we both had one of those slow motion moments when it all went quiet before we landed, I remember looking in the rear view mirror and seeing sparks chasing us down the road. Without missing a beat the 99 carried on but at the next PC when we were flagged away I could not find first gear, luckily the control was downhill so as we were rolling forward I stuck it in second and away we went. From there we were straight into the final regularity of the rally, this was a marked map section with speed tables. The navigation was quite tricky but we coped with it and finished the rally on a high, feeling pleased with the way we and the car had performed. On the drive in to the finish the gear selection was not good, the box itself sounded OK but it took a lot of fishing to find 1st and 3rd gears.

When the results were finalised we had a total of 1,241 penalties and finished 21st overall, not quite breaking into the top 20. Bob and Jeanne Taylor brought the Saab 96 in two places behind us in 23rd place with 1,300 penalties. The winners were Jane Wignall and Kevin Savage in the Alfa-Romeo Giulia Sprint on 451 penalties, second were Mark and Sue Godfrey in an MGB with 498 penalties and third were Paul Wignall and Fred Bent in a Porsche 911s with 533 penalties.

16 February – The Drive South, Edinburgh to Home

We left the hotel after a hearty breakfast and the Saab got us home by late afternoon without drama. Six days to drive to Edinburgh and about six hours to drive back. The Saab performed brilliantly, I definitely deranged the gear linkage on the last day but since adjusting it at home we seem to have returned it to (almost) as good as new, the transmission guard has witness marks to show where it hit the road after our jump on the last day but nothing too serious. We both enjoyed the event and were pleased with our performance and are looking forward to our next outing.

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Many factors can cause an annoying rattle or vibration, loose interior trim, grommets, screws, trim-clips, tie-clips, poorly-fitted after-market accessories: satellite navigation systems, hands-free phone kits, I-Pod audio adaptor kits, tracker devices, etc.

Drivers can waste hours looking for the mystery noise and a dealer or mechanic may give the car a thorough investigation yet still miss the true source.

RattleBuster offers an affordable and easy-to-use solution. It takes the form of an audio CD comprised of five digital Power-Tones (each four minutes in length). Each tone mimics a different type of road vibration and is played in a stationary vehicle with the engine off.

By altering the exact amount of vibration generated, using the bass, volume and fade controls on the CD player, the vibration can be induced and located.

The cost? just £9.95 plus postage and packaging.

For more information log on at www.rattlebuster.com

We have two RattleBusters to give away to two lucky readers – worth £9.95.

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

How long does each digital Power-Tone last?

A:

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

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†Embossed leather seats are not available on the Linear variant of the 9-3 Convertible and Linear Sport variant for 9-3 and 9-5 Range.

OFFICIAL GOVERNMENT ENVIRONMENTAL TEST DATA. FUEL CONSUMPTION FIGURES IN MPG (LITRES/100KM): **SAAB 9-3 SPORT SALOON RANGE** URBAN 16.7 - 39.2 (16.9 - 7.2), EXTRA URBAN 39.2 - 64.2 (7.2 - 4.4), COMBINED 26.2 - 52.3 (10.8 - 5.4). CO₂ EMISSIONS IN G/KM: 147 - 259. **SAAB 9-3 SPORT WAGON RANGE** URBAN 16.4 - 38.7 (17.2 - 7.3), EXTRA URBAN 38.2 - 62.8 (7.4 - 4.5), COMBINED 25.7 - 51.4 (11.0 - 5.5). CO₂ EMISSIONS IN G/KM: 149 - 264. **SAAB 9-3 CONVERTIBLE RANGE** URBAN 16.3 - 33.6 (17.3 - 8.4), EXTRA URBAN 36.7 - 55.4 (7.7 - 5.1), COMBINED 25.4 - 44.8 (11.1 - 6.3). CO₂ EMISSIONS IN G/KM: 169 - 266. **SAAB 9-5 SALOON RANGE** URBAN 18.3 - 32.8 (15.4 - 8.6), EXTRA URBAN 37.2 - 54.3 (7.6 - 5.2), COMBINED 27.4 - 44.1 (10.3 - 6.4). CO₂ EMISSIONS IN G/KM: 174 - 244. **SAAB 9-5 ESTATE RANGE** URBAN 18.3 - 31.4 (15.4 - 9.0), EXTRA URBAN 35.7 - 50.4 (7.9 - 5.6), COMBINED 26.6 - 41.5 (10.6 - 6.8). CO₂ EMISSIONS IN G/KM: 184 - 251.

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