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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

SAAB NEWS

The new 9-4X crosses over

LANCASHIRE LEGENDS

This years National moves north

TEENAGE KICKS

TV series inspires Saab ownership

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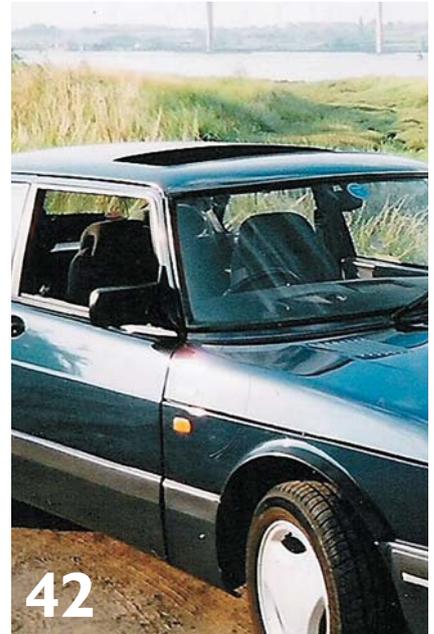
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FRONT COVER: The Saab 9-4X BioPower concept, revealed at the North American International Auto Show in Detroit.

Please state your Membership number in all correspondence

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

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Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements
– see details on page 60

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

May/June 2008 ISSUE: 21st March 2008
July/August 2008 ISSUE: 23rd May 2008

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott
KJS Advertising Tel: 01943 461679
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CLUB VALUATION SCHEME

The Club Valuation Scheme is continuing to provide a very important service to Club Members. However, I would like to remind everyone that the purpose of the scheme is to provide The Valuation Service for any model of Saab which qualifies for an Agreed Value' Insurance Policy. To obtain a Valuation please request a form, return this along with a series of good quality photographs showing all aspects of the vehicle. The Valuation will be issued soon after receipt of the information, but please remember that if there is any doubt due to lack of information or poor quality photographs the Valuation may be withheld. Finally, can I please emphasise that Valuations cannot be provided for cars less than ten years old, and are not based on resale value.

Ken Dover
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Disclaimer

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

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During January and February parts of the country suffered from some very wintry weather, gales, snow, freezing temperatures and flooding. With so much salt spread onto the roads it's impossible to keep the car clean for more than a day, but with daylight hours getting longer and spring just around the corner I am looking forward to the summer particularly to the National Event in July.

Iain Hodcroft took on the task of finding a suitable venue and has come up with a great location in the village of Croston near Preston in Lancashire. Details of the event, Lancashire Legends, appear on pages 32-33 and it will take the format of a one-day event on the Saturday with caravanning/camping available on the Friday and Saturday nights. A booking form will be included in the next edition of 'Driver'. We have already received offers of help but if you feel that you would like to assist us in running this event please do not hesitate in contacting either Iain or myself.

The Membership drive is underway with over 4000 Saab Owners receiving invitations to join the Club. The Membership Team and Gabi Waite, the project co-ordinator, are undertaking this task.

Robin O'Connor is looking at ways to increase the profile of the Club amongst the main dealers and independent specialists. With the help of Ellie Wilson and the local groups Robin hopes to locate as many independent specialists as possible. Members are requested to forward to Ellie details of any specialist in their locality thereby making the task much easier for Robin.

Lee Dunn from MYPEC attended the recent Board meeting to discuss the changing face of 'Driver' magazine and the evolving nature of the Membership. He gave a brief presentation detailing the individual duties of his team and the tasks

involved in the production of the magazine. He explained the recent format changes and the general tidying of the pages and layout. It was agreed that there should be a rolling revamp of the magazine with more colour pages. As you may have noticed this edition has been produced in an all colour format and with savings made is marginally cheaper than colour part mono issue produced for the January/February edition.

Alistair Philpott reported that he had written to all the Registrars asking for suggestions as to the development and maintenance of the Registers. The subject of self-updating vehicle registers as part of the website was again discussed and that this data should be secure and available to Members only. This would form a secure area within the website which is currently being redeveloped along with the forum. We must also say farewell to Dave Salt who has announced the end of his three year tenure as the 900 Registrar. Well done and a big thank you for all of your efforts in maintaining the register and producing an interesting and informative section in the magazine. As previously announced, Graeme Lambert has volunteered to take the helm of the register.

With the Club shop now online Molly reports that sales have improved and new items will be added over the coming months. You will see in the Shop advertisement that there is a limited special offer. We now have a stock of good quality 'Saab' fleece jackets very competitively priced and also 'Saab' picnic blankets and I hope you will be able to take advantage of one or both of these offers. Safe driving.

Peter Turner, Chairman

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OBITUARY

Mats Wigfors

Those of our Membership, who attended the Saab Festival in Trollhättan in June 2005, will no doubt remember the 'goings on' being recorded for posterity by a film crew from the small Swedish family company 'Cameo Film and TV'. Within a matter of weeks, visitors to the Saab Museum shop were able to purchase a copy of a DVD that had recorded the highlights of the festival for posterity, and easy to understand – if you were Swedish. The same crew were once again in evidence in June 2007 at the sixtieth anniversary celebrations in and around Trollhättan, Kinnekulle etc, and we were promised a DVD would be available in autumn last year.

As I was instrumental in bringing copies of these DVDs back for sale through the SOC Club Shop, I kept in sporadic contact with Mats Wigfors and Tina his daughter who managed a lot of the public relations for the company. For a couple of years I was lucky enough to enjoy a fruitful relationship with these folk, good humoured, genial, affable and full of fun; as well as being a very professional outfit of true Saab enthusiasts.

In my ignorance, of course I assumed they were fairly new to Saab, I mean I hadn't seen them before – and I'd been to most events since 1987! So where was I then in 1997 when they produced the VHS version of 'The Saab Festival 1997'... Oh the teasing I took from them!

It became clear that Mats Wigfors had been the cameraman behind most of the short films produced by Saab going back to the early days of Two-Stroke rallying with Erik Carlsson et al, including many of the advertising and promotional films produced in the last half century. This family grew in my estimation rapidly!

So I made myself unpopular, aggravating Mats and Tina for versions of his films made in English! I got my own way with the 2005 edition after a wait of several months for a suitable commentary to be provided, and many copies of this found their way to the UK. And, I was in contact with them late last year awaiting the English versions of the 2007 films.

Then I received the e-mail bombshell from Tina: "I am afraid I have sad news. Mats passed away earlier this autumn, suffering from an inflammation of the brain. The doctors tried and did everything they could to save him, but his condition turned worse. He passed away on 21 September. We miss him very much, and we want to continue in his footsteps!"

So another Saab friend has continued his journey into the great unknown. The work still goes on of course, the Saab Festival 2007 film is now available from the *Cameo Film* family and you should be able to purchase it via Molly in the Club Shop.

The earlier film compilations from VHS days (*Masters of the Wheel* are also now available from Cameo on DVD, as well as a couple of other interesting films, sadly only available in Swedish – *Blue Spirit* an account of Leif Mellbergs' transformation of a classic 900 into a customised Gullwing door-ed piece of exotica, and Saab 9 – a thirty minute piece on Saab's first production offering. Other films are also available on Saab aircraft. Please contact me for further details.

Mats – a true Swedish gentleman and friend of all Saab enthusiasts. You will be remembered fondly, and you've left us a fine legacy.

Iain Hodcroft

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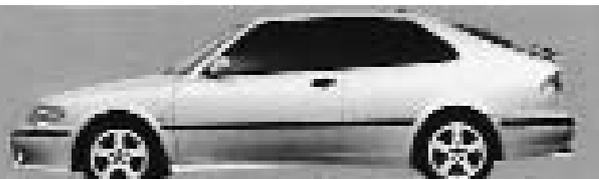
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KEEP FIT FOR CARS LOSING WEIGHT IN 08

Put the car on a 'low-fuel' diet to slim fuel bills

"Lean and mean motoring is one answer to rising fuel costs," says Neil Greig, Director of the IAM Trust. "A 'low-fuel' car diet for the New Year can offset recent price rises by slimming down your fuel bills by as much as 10 per cent. A trim and fit car is best able to manage the demands of winter motoring. Just apply the elements of all good weight-loss regimes:"

- Set a target
- Plan how you'll achieve it
- Measure your progress

Set an MPG target

How many miles can you squeeze out of each gallon of fuel? Find out the official MPG figure for your car; few of us achieve this figure in everyday driving, so it's a good challenge.

Make your car a lean, mean, green machine

Excess weight, wind resistance and rolling resistance all guzzle precious fuel. To achieve optimum weight loss, take out everything that is unnecessary for your journey. Remove roof racks or storage boxes to cut wind resistance and check tyre pressures regularly to minimise rolling resistance.

Don't get steamed up

Use some detergent, kitchen roll or a cloth, to get the inside of the windows squeaky clean. Clean windows are much less likely to mist up, so you'll need your fuel-hungry air conditioning or heated windows less.

Scrape and save!

Running the engine for 10 minutes to clear frosted windows easily uses a litre or more of fuel before the car even leaves the driveway: a can of de-icing spray or good scraper is a better option.

It's cool to be hot

Cars use much more fuel when the engine is cold so warm it up as quickly as possible. Reverse into your drive or parking space while the engine is warm and efficient. Then you can drive straight off in the morning, rather than manoeuvring back and forth with a cold, inefficient engine.

Fuel consumption for the first mile with a cold engine is heavy and fuel efficiency plummets with repeated short trips. Combine short errands into one longer journey or, for the occasional local trip, leave the car at home and enjoy the benefits of walking or cycling.

Less weight on the accelerator

A heavy right foot is the biggest fuel waster – keep the pressure light! Driving smoothly and sticking to the speed limit dramatically cuts fuel consumption and you won't need to worry about those safety cameras.

Measure your progress

If your car has an MPG monitor, start using it. Or jot down the odometer reading on the back of the receipt when you fill up. You'll soon build up a picture of how well you're doing. And by saving fuel, you're also cutting emissions that cause global warming. So resolve to make 2008 your 'low fuel' year.

Quentin Willson TACKLES GREEN MYTHS

Eco-living has been the hot topic of 2007 and the trend is set to continue into 2008. But how much do we really understand about green motoring?

Quentin Willson, motoring correspondent, presenter and outspoken social commentator, examines green motoring and the current myths that surround the topic. Quentin explains why he believes: The biggest threat to green motoring is confusion and misinformation. The UK Government must take most of the responsibility for car-buying habits. Biofuels are a stepping stone to a longer-term goal. The full interview with Quentin Willson can be read on www.saabbiopower.co.uk.

This is the third of 'The BioPower Interviews', the first two being with Sir Richard Branson and Kevin McCloud who are both high-profile Saab BioPower drivers.



New standards to rubber stamp tyre recycling

With more than 100,000 used tyres removed from UK vehicles daily, a new initiative launched by WRAP (Waste & Resources Action Programme) and the Environment Agency will help businesses come to grips with the value of used tyres.

The Quality Protocol for the production and use of tyre-derived rubber materials, which was launched for consultation, could make it easier and cheaper for industry to reprocess used tyres into valuable products like flooring, road surfacing, aggregates and footwear.

Martin Brocklehurst, Head of External Waste Programmes at the Environment Agency, said: "Placed end to end, the annual tyre waste of England and Wales would stretch from London to Cardiff more than 100 times. With so many cars, vans and trucks discarding tyres, we have potential to access more than 40,000 tonnes of recycled rubber.

"A Quality Protocol could save businesses the time and costs associated with meeting waste regulations, by clearly defining the standards required to collect, transport, store, recycle and reuse rubber tyres, without harming human health and the environment."

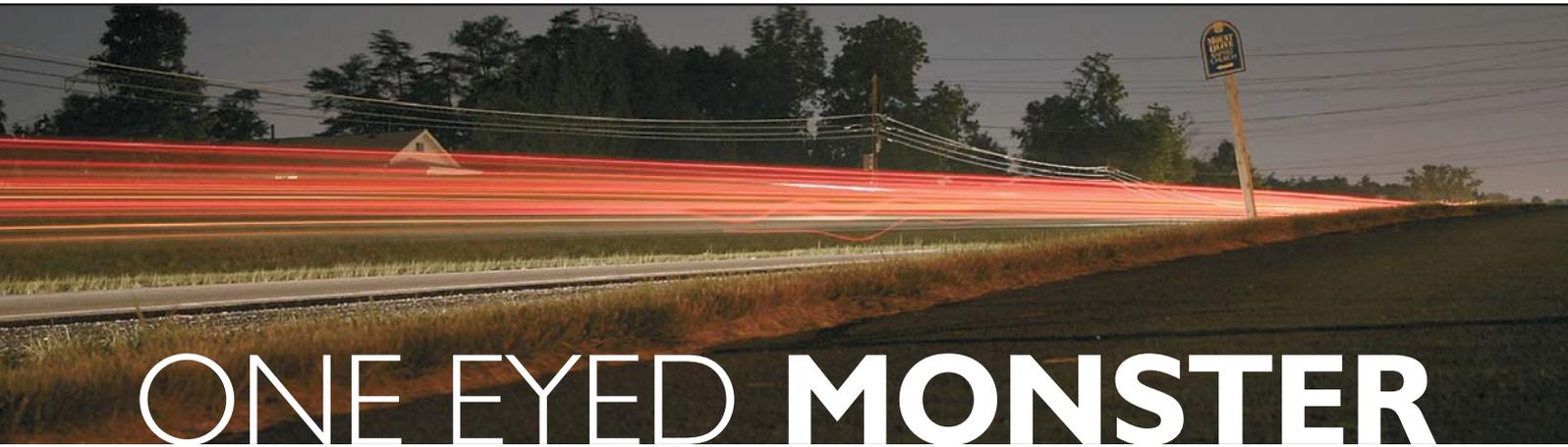
Under the Quality Protocol, processed used tyres would no longer be classified as waste, making the recycled rubber more marketable and guaranteeing to customers that the material they buy will meet agreed quality standards.

Dr Richard Swannell from WRAP, said: "A Quality Protocol could therefore stimulate growth in the reprocessing sector, providing easier access to an important resource with a significant number of applications. With the launch of consultation we are keen to hear comments and feedback on these proposals."

Recycled rubber from used tyres can be used for:

- Landscaping: bridleways, footpaths, paving, porous piping etc.
- Construction and civil engineering: aggregate, rubberised asphalt, landfill engineering, roof tiling, sewer pipe seals, acoustic barriers, waterproof membranes, drainage media, flooring screed and wall plaster.
- Transport: traffic management, automotive parts, rubberised asphalt, railway crossing road panels and rubber for incorporation into retreads of earthmover and truck tyres.
- Home: carpet underlay, floor tiles and footwear.
- Facilities management: safety flooring, matting, industrial sealers and fillers.
- Sports and recreational: artificial sports tracks and surfaces, sports barriers, golf and bowling greens (drainage improver).





ONE EYED MONSTER

Dark afternoons and wintry nights have seen the reappearance of the 'one eyed monster' vehicles with only one headlight operating.

It's not just commercial vehicles that suffer from this problem, though they do seem to suffer more than private cars – perhaps because they have more than one driver and nobody takes responsibility for checking the overall condition of the vehicle, or simply they are on use more.

Having a headlight out is dangerous in two ways: not only can the driver of the vehicle not see properly on an unlit road with only half the usual light available, but the defective headlight means that other road users will have difficulty spotting the vehicle properly (or in some cases, knowing even what it is).

In a rear mirror, the 'one eyed monster' might be mistaken for a motorbike. And at an urban 'pinch point', where you are trying to negotiate

parked vehicles, it is difficult to gauge the width of the oncoming car with one headlight not working, increasing the possibility of a low speed 'scrape'.

Where speed picks up, a misjudged overtake is more likely to result in a more serious collision if you cannot see the overtaking vehicle early enough, because it has no headlight on one side especially if the offside (right) headlight is the one that does not work.

Defective headlights are not the only problem of course: lights not functioning properly at the back of a vehicle raise different problems.

A brake light not working will make a rear-end shunt more likely as the driver following takes longer to realise that the car ahead is stopping.

It is an offence to drive a vehicle with defective lighting. And the lighting section of the MOT covers all exterior lamps required by the vehicle lighting regulations.

Nine times out of ten, defective lighting is simply a matter of replacing a blown bulb. Yet checking your bulbs are still OK takes only a moment. In slow moving traffic, you can see if you have both headlights working by studying your reflection off the car in front.

And if when you park, you are by a window (reversing onto a drive, perhaps) you can use your mirrors to check that the brake light and red tail lights are all working properly. If in doubt, have somebody watch as you test them.

www.iam.org.uk

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The Club wants to encourage you to insure all the cars in your household through the scheme so that you benefit from the 10% discount offer you are already familiar with.

Running multiple vehicles does have an environmental cost. However, if you insure an extra car (whatever the make) through SOC Insurance, they'll help you reduce the effects of your carbon tyre print by planting a tree in your name with the Woodland Trust – the UK's leading woodland conservation charity.

A recent survey carried out by Saab, the 'ECO-nomics' survey, shows that 60% of Brits are choosing to be greener out of environmental concern for future generations.

Neil Franklin, Managing Director of SOC Insurance, comments: "Our own research echoes the findings of the Saab survey. Towards the end of last year, we conducted a poll on our website

asking visitors about incentives for insuring extra cars with us."

Neil says: "Over 60% of respondents preferred to have a tree planted in their name rather than receive a high street voucher. We recognise that reducing dependence on petrol – or diesel – driven cars is not a viable option for everyone but we can reduce the impact that our motoring has on the environment. We're responding to conscience and customer demand with this green option for Saab Owners Club Members."

Simply quote 'TREE' when you call for a quote on your additional vehicles – call SOC Insurance free on 0800 298 4071 when your renewals fall due. You'll be saving money and doing your bit to save the planet in the face of climate change.

Remember, you could save 10% on the best quote you can find, help save the planet and benefit from a complete and personal insurance service, all afforded by your membership to Saab Owners Club.

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www.twostroke.co.uk Email: info@twostroke.co.uk Visit our eBay shop at stores.ebay.co.uk/two-stroke-to-turbo-saab-spares

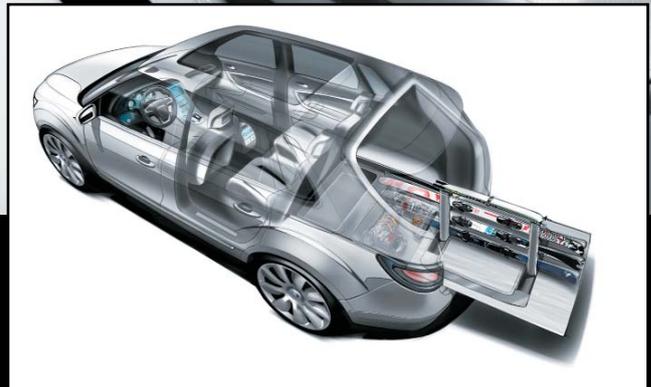
Saab 9-4X **BioPower** INNOVATIVE CROSSOVER SIGNALS SAAB PRODUCT EXPANSION



The Saab 9-4X BioPower Concept, revealed at the North American International Auto Show in Detroit, confirms Saab's plans to enter the growing Crossover segment with a dynamic, driver-focused vehicle inspired by Scandinavian values in design and respect for the environment.

The Concept's progressive design features are combined with a responsible, fun-to-drive appeal based on BioPower engine technology and a cutting edge all-wheel drive system. "This concept is a clear statement of what our brand is about," said Saab Automobile Managing Director, Jan Åke Jonsson. "It is also an important next step in our plans to enter new market segments with distinctive product offerings."

The design of the Saab 9-4X BioPower Concept reflects a Scandinavian principle of simplicity of form, with clean and uncluttered lines, free of any cladding, mouldings or roof bars, and defining 'ice-block' surface and lighting themes. The progressive frontal styling and interior design elements also draw inspiration from Saab's widely-acclaimed Aero X Concept. Innovative load-carrying solutions include a unique ski



equipment stowage system, developed in co-operation with mountain sports specialists Salomon.

Optimised for bioethanol (E85) fuel, the four-cylinder, 2.0-litre BioPower turbo engine demonstrates Saab's commitment to rightsizing by delivering an exceptional level of power efficiency 300hp and strong torque of 400Nm (295ft/lbs). Compared with petrol, driving on E85 produces less CO₂ emissions. Mated to the industry-leading Saab XWD ('cross wheel drive') system, this advanced powertrain promises to make driving to your destination as enjoyable as the adventure itself.

The Saab 9-4X BioPower Concept has been developed by a team under Anthony Lo, GME's Director of Advanced Design, in co-operation with designers and engineers from the Saab Brand Centre in Sweden. "We focused on incorporating design themes from the Aero X in a Crossover execution, adding functional, lifestyle features to support the activities of customers using this type of vehicle," he said.

The driver-focused cockpit in the sporty, four-seater cabin features an Aero X-inspired 'clear zone', with a flush-mounted starter button and 'infotainment' controls, that sweeps up from the central console to the main display screen. Signature green

lighting is used for all instrument illumination, while other subtle references to Saab's aviation heritage include the 'altimeter' speed read-out scale and aircraft-shaped trim on the steering wheel. The panorama glass roof is in harmony with a car designed to deliver the enjoyment of outdoor pursuits.

Saab designers worked with top Saab Salomon 'Big Mountain' skiers to devise an innovative storage system for stowing skis and equipment inside the car. The rear cargo deck features a sliding floor with a fold-out aluminium ski-holder, through which up to three pairs of skis and poles can be slotted. Boots are stowed in an underfloor, heated compartment and, for maximum practicality, the entire rear cargo area is covered in a waterproof and scratch resistant rubber 'skin'.

The compact, aluminium, four cylinder BioPower engine combines the benefits of turbocharging, direct injection and variable valve timing for the first time with high-octane E85 fuel (85% bioethanol/15% petrol).

Driver involvement is taken to a new level by the innovative all-wheel drive system, Saab XWD. Active management splits torque delivery between both the axles and the rear wheels via an electronically-controlled rear limited-slip differential (eLSD).



The ECO-nomics of **GREEN BRITAIN**

Sixty per cent of Brits are going green in a bid to save future generations according to a new 'ECO-nomics' report commissioned by Saab. Despite this ambition, the financial cost of being 'green' doesn't make it easy, as over a third of independent-minded Brits (39%) are not prepared to pay any extra for green products or services. A large proportion (41%) believe that green goods could be more widely available with a further 79% looking for greater government incentivisation to help change behaviour. Brits also admit to harbouring 'guilty non-green sins' which, coupled with a general lack of knowledge about the greatest pollutants, demonstrates that as a nation there is still a way to go before we are 'Green Britain'.

Joe Oliver from Saab comments: "As the only volume car manufacturer to offer an environmental engine choice across our entire range of cars, we commissioned the 'ECO-nomics' report to explore Britons' attitudes to green motoring and other broader environmental issues such as recycling. The report seeks to gauge how well-informed Brits are on green matters and to understand the motivations and barriers to leading a more environmentally-friendly lifestyle."

ECO-motive

The majority of Brits (60%) are choosing to be greener out of concern for future generations, but a more fickle 10% are motivated by social image and the desire to look good in front of peers, whilst only 6% are opting to be more environmentally-friendly as a result of government action.

Who Controls the Green Purse Strings?

The Saab 'ECO-nomics' report finds that women are the eco-warriors of the household with 65% doing the decision-making and encouraging partners and family members to opt for environmentally-friendly goods and services. The 35-44 year olds are leading the 'green' charge (62%) and interestingly, the younger generation also has a say in influencing and driving their parents' purchasing habits – children in Northern Ireland have the most sway (15%), versus in Wales (0%), where children don't appear to have the same influence.

Britons' Top 5 Non-Green Guilty Sins

Saab's 'ECO-nomics' report reveals that despite good intentions, Brits harbour 'guilty non-green sins' – the top five are:

1. Being wasteful about energy consumption in the home – 30% of Brits admit they should keep a closer watch!
2. Using transport when walking is an option (29%).
3. Cleaning with non-environmentally-friendly products (28%).
4. Boiling a kettle full of water when making just one cuppa (27%).
5. 20% of Brits own up to never recycling.

To counteract their 'guilty non-green sins', 81% of respondents have already decided on a green resolution for 2008. Forty eight per cent vow to recycle more, 41% to keep an eye on energy usage in the home and 36% to switch to low energy light bulbs. With 89% of Brits who made a 'green' 2007 resolution still sticking to it, the outcome looks bright and green.

Barriers to Being Green

Brits want to be greener, but 79% feel the government should do more in terms of making greener fuels readily available to all, 78% are convinced that there should be tax breaks for greener cars and that environmentally-friendly fuels should be taxed considerably lower than fossil fuels (79%). Other key findings include:

- 57% of people feel the need to drive to the shops when they know their shopping will be too heavy.
- 39% feel they can't rely on public transport.
- 29% of Brits refuse to pay through the nose for environmentally-friendly products.
- 16% don't believe that green products or services match the quality and performance of their existing non-green brands.

Thirty nine per cent of respondents who own a car cite their lack of knowledge about green cars as the main barrier to buying one and 23% are also uncertain of where to buy a green car; 51% are concerned about cost and 48% fuel availability. The Saab BioPower is only £600 more than Saab's standard petrol model and its flex-fuel technology means it can run on bioethanol E85 fuel or petrol. Only 3% of respondents presently own an environmentally-friendly car.

Green Knowledge Gaps

Saab's 'ECO-nomics' report also highlights confusion among Britons about which the greatest pollutants actually are and how one's carbon footprint can be reduced. The majority of the nation believes that industrial energy is the greatest pollutant (53%), followed by flights (16%) and cars (16%). Recent research shows that UK domestic air travel accounts for approximately 5.6% of CO₂ emissions and is in fact thought to be more damaging than other sources of emission (possibly by a factor of two) because it is emitted at altitude. Air travel is also considered to be the fastest growing of all contributions to global warming.

Similarly, there is a lack of knowledge about what comprises one's carbon footprint; worryingly 15% of respondents wrongly believe buying fair trade products would make a positive difference – the South West region (21%) most commonly believes this myth. 5% cited 'staying at home' as an improvement to one's carbon footprint.

Given this lack of knowledge, over a third (36%) of respondents don't know anything about Biofuel technology or the technology of hybrid cars (37%), whereas 85% understand the technology and benefits of loft insulation and solar panels (64%). This demonstrates that consumers are unaware that biofuel cars such as the Saab BioPower, which runs on bioethanol E85, can reduce fossil fuel emissions by up to 70%.

Joe Oliver continues: "Thinking of future generations is a valid and very worthy motivation, but the research clearly shows that although British consumers would like to be more environmentally-friendly there is still an educational job to be done."



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When you ask us to quote for a new motor policy you could receive a 10% discount on your best price (*subject to our open terms below**).

That's 10% off the best quote you can find anywhere else - meaning SOC Insurance should always be your best option.

Though we use computers as a guide, our fully-trained experts regularly beat the rates the computer produces.

In addition, you can reduce the impact that your motoring has on the environment by asking SOC Insurance to quote for the other cars in your household as they come up for renewal.

When you insure the other cars (regardless of make) under a new

policy through SOC Insurance, we'll plant a tree in your name, supporting The Woodland Trust - the UK's leading woodland conservation charity.

So you can save money and, at the same time, help the environment in the face of climate change.

Switch to SOC Insurance and you'll receive an independent and completely personal service where your needs are assessed and put before all other considerations.

You'll benefit from all the ongoing support you need throughout the life of your policy and when it comes to claim we can call in assistance from the club to ensure you get the best outcome - you'll have difficulty finding all this anywhere else.



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0800 298 4071

quoting your membership number

*Average client saving Jan-Dec 07 = 14.6% (Source: Management Information). Discount offer applies to vehicles not currently insured through us for named drivers only and is subject to individual circumstances including restrictions on claims/convictions, high-risk postcodes and occupations. Excludes classic cars and drivers under 25. Minimum premium of £200 applies. Written proof of best quote may be required. Tree offer not available in conjunction with voucher offer.

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



Slalom with SAAB AND SALOMON

Saab has teamed up with leading sports brand Salomon to launch an innovative new ski. Named the 'Salomon Aero X', the ski is inspired by the award winning Saab Aero X concept car and is an expression of Salomon's very latest technology. The skis add a totally new dimension to the performance of carving as they deliver unrivalled control on demand.

Benoit Saint Venant, Head of Design at Salomon, said: "This collaboration is testament to the fact that Saab and Salomon complement each other perfectly and understand each other's independent-

mind target audiences. Both brands are celebrating their 60-year anniversary this year and together represent cutting edge design when it comes to sporty, activity-related products."

The Aero X skis are the first to feature 'hybrid' technology – rather like car axles the front and back of the skis have very different functions. The front half of the ski is designed to enable the skier to maximise the turn and to continue to gain power through it, allowing the skier to choose and control the radius of their turn.

The two highly innovative companies,

both known for their dynamic design and performance, first embarked on joint initiatives in early 2001. The Aero X ski is the latest collaboration and there are further projects in the pipeline for the outdoor sports sector.

The Salomon Aero X ski range offers maximum performance thrills with full assistance, so that every turn becomes intuitive and skiers can unleash the power while remaining totally in control. The Aero X ski is priced at around £500.

For details visit www.saab.co.uk or www.salomon-sports.com

Bioethanol Plant's a Sweet Success

Lord Rooker, Minister for Sustainable Food and Farming and Animal Health opened British Sugar's state-of-the-art bioethanol production facilities at Wissington, Norfolk.

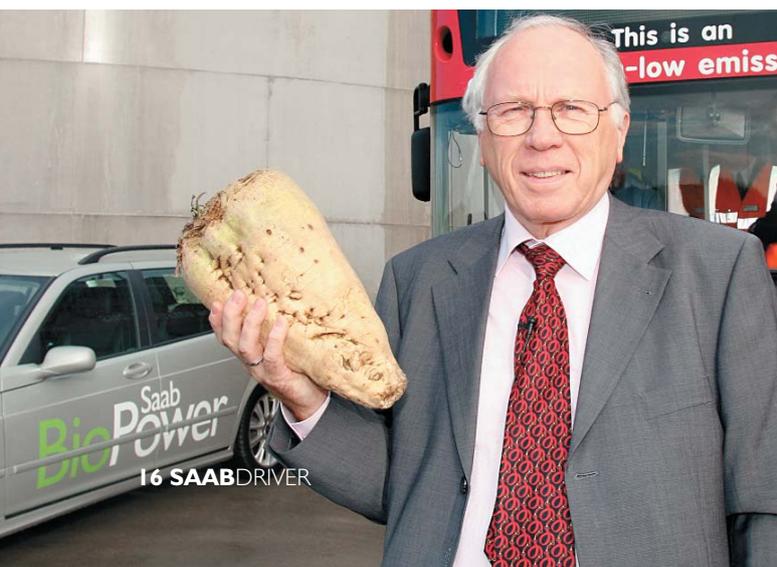
The plant is the first of its kind in the UK. It produces bioethanol from locally-grown sugar beet and has an annual production capacity of 70 million litres; made from 110,000 tonnes of sugar that is surplus to the needs of the food market.

On declaring the plant open, Lord Rooker said: "These production facilities represent the marrying-up of British Agriculture and British Engineering Technology."

Bioethanol is an environmentally-friendly, sustainable fuel source with the potential to reduce CO₂ emissions by 50-70%, compared to regular unleaded petrol. In March 2008, the Government will introduce the Renewable Transport Fuel Obligation (RTFO) which states that 5% of all fuel to be sold on forecourts must be from renewable sources by 2010. The new plant at Wissington will contribute directly to reaching this target.

Jonathan Nash, Managing Director of Saab Great Britain, said: "Saab, as the only volume car manufacturer to offer an environmentally-friendly engine choice across its entire range, welcomes this exciting new initiative. Bioethanol has an important part to play in reducing CO₂ emissions from road transport and it is great to see British Sugar sourcing crops locally and maximising efficiency across their facility – it's clear that they are at the forefront of sustainable bioethanol production in the UK."

Speaking at the opening, British Sugar Group Chief Executive, Mark Carr, said: "We are delighted to take the UK lead in this exciting new industry, the Wissington bioethanol project clearly demonstrates our ability to identify and develop opportunities in markets where we can add value."





Which Owners' Club do you really belong to?

My first Saab was a 1968 V4 de Luxe – one of the first models to have the new deep windscreen and deeper rear window. The 1966-1967 V4s used a modified Longnose Two-Stroke body (mainly the engine compartment floor pan) that had the shallow windscreen and rear window. I chose it because my rallying career called for a change of car and I still had memories of the early 1960s when the RAC Rally changed from a road rally to the forest stages format. The usual favourites (big Healeys, etc) were 'taken to the cleaners' by a huge man (Eric Carlsson) in a funny little car that pop-popped along and left a smelly oily smokescreen! By 1968 the works were, of course, using V4s. Fortunately, my choice of car proved successful after modifying it to a stage car. I joined SOC shortly after purchasing and attended my first SOC meeting at Billing Aquadrome in 1970. I joined in conversation with the group around the next car and was made to feel very welcome (of course) by all of the group and in particular Rick Seal, with whom I formed a lifetime friendship until his untimely death a few years ago. I served on the Committee in the early 1970s and on the Board of Directors after SOC became 'Limited' with Rick being the Chairman.

But I digress – back to 1970 at Billing Aquadrome. The group moved to the front of my car to study the deep windscreen (they had seen them before, of course), but it was all part of the good humoured banter that enabled one of the group to use the 'in phrase' at that time: "Very nice, pity it's a SARD!" (For the benefit of newer than 1970s Members, a SARD was a Saab-Ford because the V4 engine originated from the German Ford Taunus, presumably it was easier to pronounce than FOAB!). My newfound friends went on to explain that many Saabists could not accept the V4 models as a true Saab. Rising to the

"BULLNOSE" ROARED RICK, "BULLNOSE – DON'T YOU LET ANYONE HEAR YOU CALL THEIR BELOVED STROKERS A BULLNOSE, DON'T YOU KNOW THE BULLNOSE IS A MORRIS CAR!?"

occasion, I responded with: "No doubt when the Longnose Two-Stroke came out, the original Saabists with their Bullnose models felt the same." "BULLNOSE" roared Rick, "BULLNOSE – don't you let anyone hear you call their beloved Stokers a Bullnose, don't you know the Bullnose is a Morris car!?" Thus I stood suitably admonished. Rick went on to explain that on the arrival of the Longnose model, people referred to the original as either a Shortnose or Roundnose. Roundnose stuck as it was the accepted description used throughout the Saab markets of Europe/Scandinavia, South Africa, USA, etc. Thus, the short fronted Saab Two-Stroke is universally known as the Saab Roundnose body. From that day to this, I, and all original Saabers cringe when we see or hear the name Bullnose being used to describe our beloved 'Stokers'. (The Bullnose was made by the Morris Car Company from around 1913 to 1926 - so called because of its bulbous radiator at the front, and Bullnose is a registered trademark. It was replaced by the Flatnose in 1926 due to a change to a flat radiator. There was also a Snubnose model.) In the early days, a person using the name Bullnose received a diplomatic word in their ear. However, over the years there have been several references to Bullnose models and of late, there have been more and more cases, presumably because more and more of us original Saabists reduce in number and newer Members, unaware of the protocol, continue to grow in numbers.

The final straw came when reading the last issue, when our Two-Stroke Registrar himself committed the ultimate act of sacrilege by referring to our beloved Roundnose Two-Strokes as products of The Morris Car Company ie Bullnose when listing the various models on the Register.

Therefore, we come to the title of this article: Which Owners' Club do you really belong to? If you own a Bullnose, then the Bullnose Morris Owners' Club is for you (it is still very active), but if you own a Roundnose, then you are in the right Club.

Here endeth today's lesson!

Alan Lawley

NOTICEBOARD

PEAKS & DALES 2008

14th June

This year includes a visit to the Peak Rail steam railway with a cream tea. Hotel. B&B, Caravanning & Camping available Friday.

For Friday night a visit to Compo's Fish & Chip shop will be organised, in Holmfirth the setting for the *Last of the Summer Wine* TV show.

Contact Richard Elliott

e-mail: technical@saabclub.co.uk

Tel: 01457 867878

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.

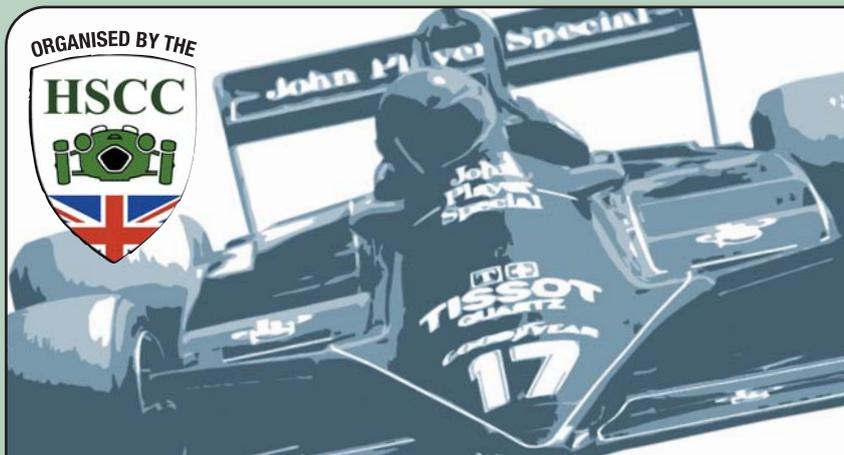
Please book by letter, phone or e-mail – we will send you full details on receiving your deposit. If you have any questions, give us a bell.

Paul & Elizabeth Mills,
'Hollybrook', 41 Monks Road, Airdrie,
North Lanarkshire ML6 9QW

Tel: 01236 752089

E-mail: elizabethmills@tiscali.co.uk or
Paul.Mills@tannoy.co.uk

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



AUTO GLYMTM

HSCC HISTORIC FESTIVAL

HISTORIC F1 RETURNS TO BRANDS HATCH

on 28-29 June 2008

The spectacular amphitheatre of the Brands Hatch Grand Prix circuit will once again see genuine F1 cars in fierce competition at the Autoglym HSCC Historic Festival on 28-29 June 2008. The Festival's headline event is the FIA Historic Formula One Championship, reliving the glory days of F1 from 1966 to 1985. The competing cars are just as they were when driven by such heroes as Gilles Villeneuve, Nigel Mansell and Emerson Fittipaldi.

But it's not just F1 that makes the Autoglym Historic Festival an unmissable event – there is a full and varied programme of historic racing on both days – and a host of attractions for all the family. Wander round the open paddock and you'll have the

chance to get up close to the cars and drivers in one of the UK's biggest historic meetings, with classic saloon cars, sports cars and single-seaters.

To keep children amused there's all sorts of entertainment for younger visitors. Whether you prefer the on-track battles, the off-track entertainment, or perhaps simply soaking up the atmosphere of the historic Kent circuit and the free attractions for younger visitors, no one need get bored. It's an event for the whole family.

Car clubs are being offered the chance to come along at a discounted rate of £25 per car (per day) and you will be able to park either on the South Bank or The Colin Chapman Way.

This offer is for car clubs only,
that pre-book their tickets on our Hotline

01707 273999
extension 277

For further information on
bulk bookings
please call **Paula Skinner**
01707 273999
extension 280



NOTICEBOARD



Welcome to Swedish Day UK

A day dedicated to all those of you who like to drive and show off your Swedish cars. This family-friendly event is being held at the Yeovil Town Football Club on Sunday 27 April 2008.

Please browse through our website: www.swedishday.co.uk to find all the information you need to enjoy the first show of its kind in the UK. The show is for everyone with an interest in everything Swedish, especially the cars. This is going to be a relaxed family show where you come along and park up for the day. Chat to old friends and meet new ones, admire each others' cars and exchange stories and ideas.

All cars can enter the shiny car competition if they want. There will also be entertainment for the children.

How to find us

Please follow the local signs to "Yeovil Town Football Club". The Sat Nav information is: Huish Park, Yeovil, BA22 8YF.

For further information e-mail: robin@swedishday.co.uk

Swedish Day, 10 Arundel Road, Yeovil, BA21 5JZ. Tel: 07515 112120

Spares Day 2008 at RAF Cosford Museum

Cheshire, North Shropshire and Staffordshire Saab

Sunday, 11 May 2008

All monies raised will go to Charity, this year the funds will go to the RAF Museum.



Starts at 9.00am

Admission charges:

Saab Owners Club Members	£1 per person
Non-Saab Owners Club Members	£1.50 per person
Children under 14	FREE

As always membership cards must be shown

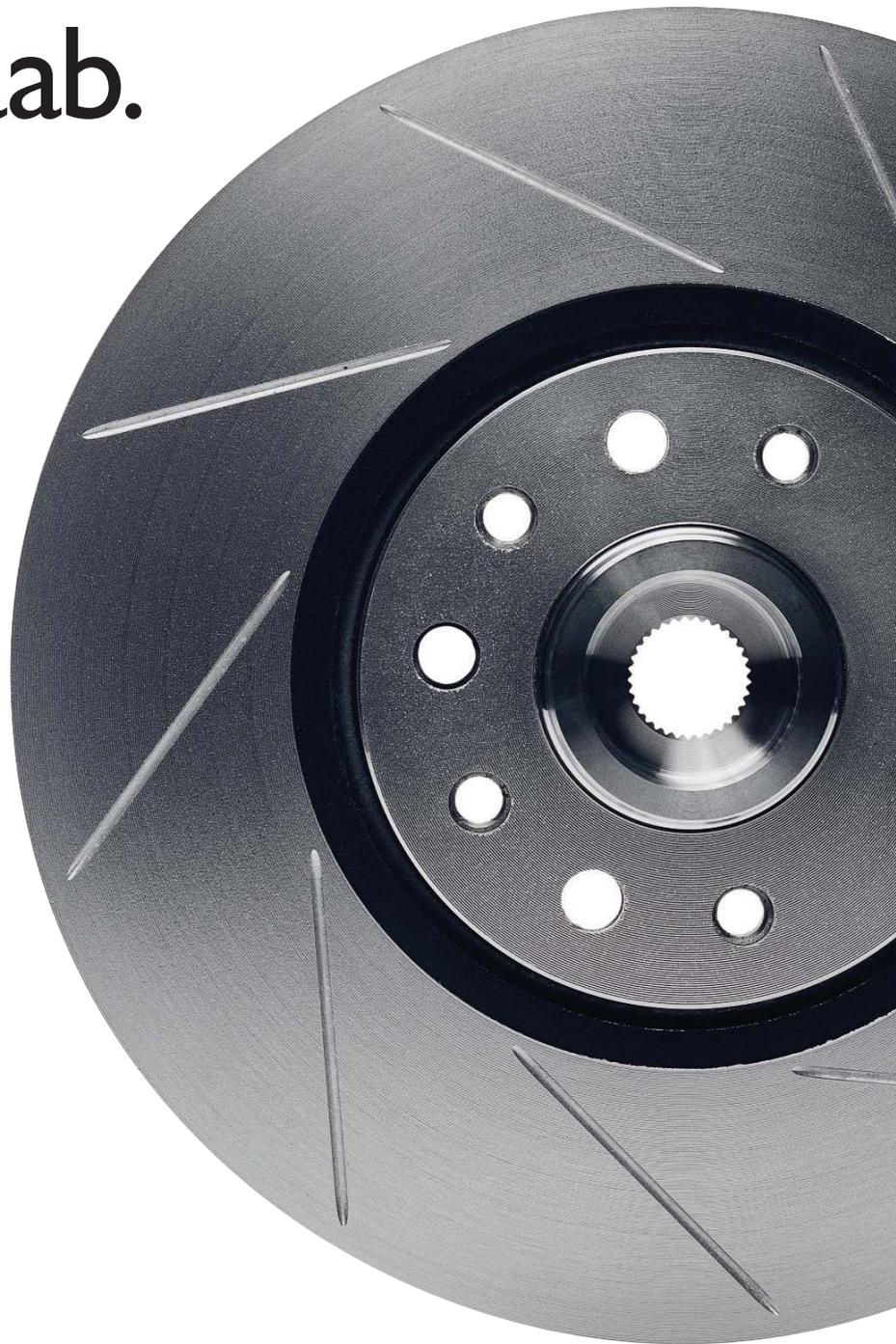
Saab club members have their own parking in the spares day area

Trade stands	£12.50
Boot sellers	£7.50

For more information contact
Martyn Ashcroft Tel: 01782 878405 (after 3.30pm)
or Chris Boffey Tel: 01270 624659.

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Saab Genuine Brakes are the best brakes for your Saab. Full stop.



The braking system of your car is a key safety feature – brakes are the sole component that enable you to quickly slow down or stop your car. To operate effectively, your car's braking system has to be able to endure enormous forces, pressures and strains put on it day-in day-out.

So why compromise on your safety? Choose Saab Genuine Brake pads and discs and you can be sure that they are not only rigorously tested to very high standards, but they are specifically designed to fit Saabs. This means they are more likely to work in perfect harmony with your car. Furthermore, they carry a two-year warranty.

Another genuine reason to
always fit Saab Genuine Parts.

For further information contact your local
Saab Dealer or call **0845 300 9395**.

Saab Genuine
Parts



move your mind™

NOTICEBOARD

Sorry...

forgot not everyone has crystal balls!

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

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

SPRING WEEKEND The Valley Hotel Ironbridge, Shropshire
25-26 April 2008 £63pp per night (Dinner/B&B)
27 April 2008 £50pp (Dinner/B&B)

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

Tel: 01952 254004

15th Vale of Avalon Vintage Vehicle Informal Road Run Saturday, 7 June 2008

in aid of The Gurkha Welfare Trust

Start:

South Esplanade, Burnham-on-Sea
Returning to Glastonbury for supper at the
Glastonbury Football Club
Approximately 45 miles

To obtain an entry form contact: Daphne Stone

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

Tel: 01458 831147



Spring Gathering 2008

Friday 16 May – Sunday 18 May

Blackmore

'Tranquility at the foot of the Malvern Hills'.

This popular, wooded site at Blackmore is at the foot of the lovely Malvern Hills. Perfect for walking in the hills or visiting the historic local towns and villages.

A relaxing weekend for one and all.

**Blackmore Camping and Caravanning Club
Blackmore Campsite No.2
Hanley Swan
Worcestershire
WR8 0EE
Tel: 01684 310280**

For further details contact
Iain Hodcroft Tel: 07976314012
secretary@saabenthusiasts.co.uk

'Le Tour' 'Classic Le Mans'

Friday 11 June – Sunday 13 June 2008

Good Camping off-site!
Organised by

**The Saab Enthusiasts Club
Contact: Iain Hodcroft
30 Manchester Road
Tyldesley
Manchester
M29 8NN
England**

**Tel: 00 44 7976314012
secretary@saabenthusiasts.co.uk**

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



CAR INSURANCE

HAVE YOU ADEQUATE COVER FOR YOUR PRECIOUS 90, 900, AND 9000

This is aimed at our Members who own what they feel is maybe a fairly ordinary Saab but it's very precious to them and has been very well maintained. Have you considered what may happen if it's insured fully comprehensive and is involved in even a small accident. It's probable it will be considered an uneconomical repair.

It may be possible if you do less than 6,000 miles a year and your Saab is over 10 years old to have an agreed value policy. What this means is that you can insure say a 1996 9000CSE which is in pristine condition for say £3,500*, market value could be considered to be as low as £650 which would result in a standard policy paying you very little for your damaged vehicle and certainly not enough to buy a replacement or for any repairs to be carried out.

If your Saab is eligible, don't hesitate to protect your investment by investigating an agreed value policy.

(*A valuation by Ken Dover and photographic evidence will be required).

Richard Elliott



CLUBSHOP

SHOPNEWS

The Shop sales for November and December were a vast improvement on recent months, largely due to the Internet. At the moment there are still a few glitches but if you are unable to get your order through – please try again. The system is being improved all the time and don't forget I am only a phone call away. Most of the time unless something has to be specially ordered, items are posted within a week – car mats around 10 to 14 days.

At the time of the Club's Ruby Anniversary amongst other items, a very nice Ruby Red Fleece was available. This was an excellent quality item. I am wondering if perhaps a navy fleece - with or without sleeves and with our logo in gold would be of interest. This could be available in all sizes including ladies sizes. The price would be around £20-£25. Comments please!

Hopefully by the time you read this news, I shall have been on another escape trip once more to Europe. I shall be looking around to see if anything exciting is available which might please - more about that in the next Shop News.

The shop used to have a good supply of various Saab manuals for sale. Despite efforts on my part, it is

impossible to buy these cheaper than Amazon can sell them and as there are so many models and ages of Saab, I think even the loft would groan. I have contacted the publishers in the past and they require such high numbers to be ordered. There are a few manuals available from the shop and these are being sold for £6.00 each including postage:

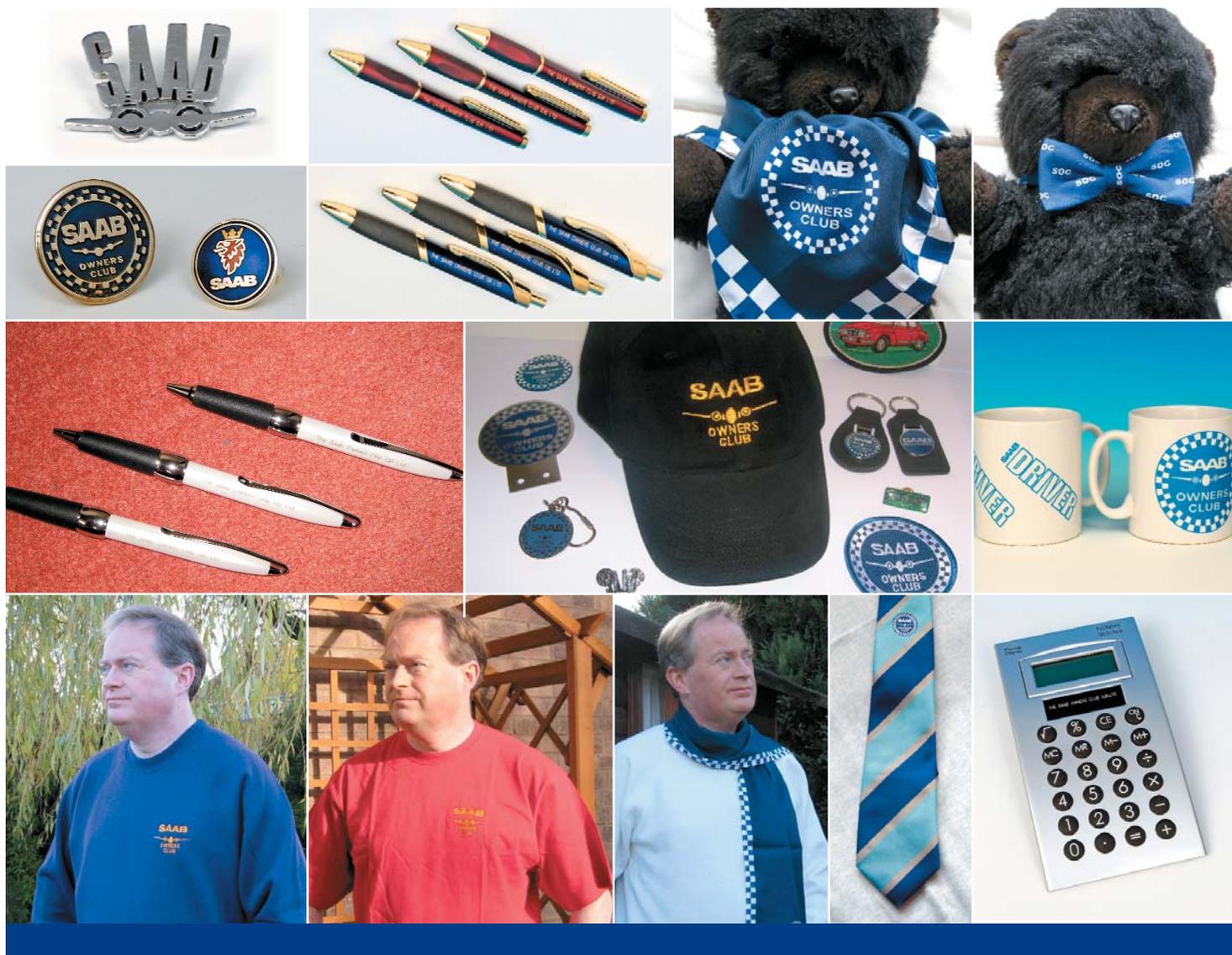
316 Haynes Saab 99 & 900 79-83 Workshop Manual	Qty 1
326 Haynes Saab 90, 99, 900 79-81 Workshop Manual	Qty 1
327 Haynes Saab 900 93-98 Service & Repair Manual	Qty 1
328 Haynes Saab 99 69-79 Workshop Manual	Qty 2
329 Classic Car Electrical Systems Service & Repair Manual	Qty 4

It's a case of first come, first served and a 'one off' offer.

Lastly, those of you who have been waiting for the first DVD entitled Saab 1946-2006 – just to remind you that we have stocks of these available still at £17.50. I am still awaiting the later DVDs but will keep you posted.

Happy Shopping

Molly



Description	Order Code	Price	Description	Order Code	Price	Description	Order Code	Price
SOC Branded Goods – prices as shown			Car Shaped Lapel Badges – all at £2.50			T-Shirt (S, M, L, XL) (400) all at £13.00		
Car Mats (to order)	(12)	£36.50	95 in blue, green,			Polo Shirt (S, M, L, XL)	(500) all at £17.00	
Grille badges	(22)	£14.50	red, orange	(120)		White/Navy Polo Shirts	all at £17.00	
Windscreen Stickers	(21)	£1.00	Car Shaped Lapel Badges – all at £2.50			ladies,	(546) (14) (547) (16)	
Tax Disc Holder	(22)	£1.00	96 V4 in green, red,			mens,	(548) (M, L, XL)	
Red/Gold Pen	(50)	£2.50	orange, white	(130)		Sweatshirts (S, M, L, XL)	(700) all at £18.00	
Pearl/Silver/Black Pen	(54)	£2.50	99 in blue, red,			Silk Ties in navy, maroon	(663) £10.80	
Ballpoint Pen	(52)	£0.30	white, black	(140)		Silk Ties Saab 96 in green		
Blue/Gold Pen	(53)	£2.50	900 in white,			& blue	(662 & 681) £6.80	
Mugs (Driver)	(41)	£5.00	green, red, silver	(150)		Tie New Design	(684) £12.00	
Mugs (SOC)	(42)	£5.00	Key Fobs - all at £3.00			Bow Tie	(685) £8.00	
Calculators	(54)	£3.50	SOC	(201)		Scarves in red, sky blue,		
'Driver' Binder	(62)	£6.50	Saab plain black enamel on			mid-blue	(670) £9.60	
Saab DVD	(878)	£17.50	chrome, black leather	(206)		Ladies' Scarves	(671) £16.00	
Lapel Badges – all at N062 £2.50			Car Shaped Fobs - all at £3.00			Men's Scarves	(672) £15.00	
SOC	(101)		For 95, 96V4, 99 and 900 in various colours			Emergency overalls	(81) £6.50	
Saab Scania enamel	(102)		Clothing			Safety vests (M, L, XL)	(875) £7.00	
Saab Scania resin	(103)		All T-shirts and polo shirts have either the Club logo			Baseball caps (Black & Navy)	(791/2) £9.50	
Saab – green	(105)		or Saab 'Driver' logo – please ask.			Saab Models	£7.50 + £12.50	
SOC Cloth Badge 3" dia	(191)		Your suggestions are invited for items you would like to buy from your shop					
Saab Lapel Badge	(109)							

The shop has a new selection of Fleeeces with the Saab logo on the sleeves. Sizes M, XL and XXL only - price £10.00 each plus postage £2.50. Also picnic blankets Price £5.00 each plus postage £2.50.

Code	Description	Colour	Size	Model	Year	Quantity	Price

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

Name: _____ SOC No: _____

Total Cost £ _____

Address: _____

Postcode: _____

Tel: _____ Date: _____

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

For Credit Card Payment please complete the following:

Cardholder's Name: _____

Card Number:

Date of issue: _____ Date of Expiry: _____ Signature: _____

Cardholder's Billing address inc Postcode

Delivery address if different from above

Postage and Packaging: Items £5.00 and under 75p – Items over £5.00 £2.50

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



Troublesome reflections

A comment in a previous 'Driver' about reflections prompts this suggestion.

My 9000 came with a tan leather interior with matching door panels, etc., fitted by the previous owner, all very smart but the colour choice for the parcel shelf resulted in extremely distracting reflections in the rear window. This prompted a search for a suitable dark material to overcome this. A local motor factors had the answer in a roll of charcoal grey 'ICE' (in-car entertainment) sound-deadening felt. This proved highly effective, fastened to the shelf-covering fabric using the 'hooky' part of self-adhesive velcro.

The next thought was to apply the same treatment to the top of the dashboard, which is even more troublesome, especially when driving into the sun. This, as can be seen in the photograph, can be cut to an acceptable shape, avoiding vents, A/C sensor, etc. and retained using double sided carpet tape. This has enough tack to hold the felt in place without leaving a residue.

This was intended to be for summer use, I find it so beneficial it stays in place all year.

Howard J Smith

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SPECIAL OFFER
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Logo on sleeve**

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**Picnic Blankets with Saab Logo
£5.00 + £2.50 P&P**

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or direct to Club Shop

Ho-hum driving – Mike needs answers

I'm writing belatedly in response to Dave Drake's letter ('Wanted: Smaller Saab! – 'Driver' June 2007).

Sadly (as the ex-founding chair of East Sussex SOC) I find myself in agreement with much of what he says.

Whereas Saabs were technological innovators in the 1970s-1980s – think turbocharging technology (power and economy), and some of the initial designs to focus on driver/passenger safety – now it is hard to find any area in which Saab is outstanding, let alone a modesty leader.

Under the malign influence of General Motors, the Saab brand seems to have become neutered. Even though they still manage to look quite pretty, contemporary Saabs have mediocre engineering, poorer than average reliability, and a pretty ho-hum driving experience.

I agree with Dave Drake that Saab UK needs to stop patronising us. Rather than drip-feeding the 'Driver' with bland press release drivel, they should perhaps start to engage with us in debate. There are several cases to answer:

(a) Reliability – the 9-5 scandal (alluded to but never fully discussed in the pages of 'Driver') is but one of several major areas of concern in modern Saabs, whereas Saabs used to be synonymous with total automotive integrity.

(b) Driving, Handling and Ride – why are Saabs no longer a great driving experience? Why has the GM parts bin been used to take the edge off something which in the past made Saabs special?

(c) Economy – Classic 900 Turbos, and more recently 9000 Aeros have been able to provide speed, thrills, and satisfaction at a far lower cost in terms of fuel economy than their rivals of their respective eras. So why do 9-5s and 9-3s now lag behind their peers in this regard? Why did it take so long to develop a Turbo Diesel engine, and why even now is it a relatively unsophisticated beast compared to BMWs, Mercs, Audis or even Fords? And in terms of the bio-fuel developments – interesting, yes, but why is the fuel economy so poor?

So come on Saab UK – let's all hear from you (if Big Brother GM will let you speak for yourselves at all!) because if you don't more of us will reluctantly drift away from Saabs – a few months ago I myself committed the heretical act of buying a Skoda... but I would dearly love to find a new Saab I could genuinely believe in again.

Mike Hope

Saab 900T – Old and Worn out !

After 23 faithful years my B Reg Saab 900T finally gave up. Not the engine, just the body rusted from the bottom. The expense of repair was just too much. Over the past two years cutting and welding didn't work, rust just moved over. A sad loss as I drove it off the showroom floor. The ending mileage was just over 257,000 miles. Old Reg B308 KCF.

I am now the very happy new owner of a 2002 Reg 9-5 Aero Estate. Hoping that it will give me the same faithful service as my 900T. Wouldn't drive anything else but a Saab. New Reg FR02 WWO.

Bill Hammond

Good things come in small packages?

In Postbag in the January/February edition, John McCracken bemoans the fact that Saab does not produce a smaller Saab. Just before Christmas, I read a report in one of the motoring magazines that Saab would be launching a small Saab model, the 9-1, in the summer of 2008 and that it would be 'the star of the London Motor Show at Excel in July 2008'. The report included a picture of the new car which appeared to embody some elements from the earlier 9X and Aero X concepts in the design, and looked exciting. I believe that the 9-1 has been under consideration at Saab/GM for some time as I have seen various rumours about it in previous motoring magazines. Does anyone have any other news about this new model?

The 9-4X 4 x 4 model has already been announced in the motoring press and of course the latest 9-3 models. I had been looking in vain for news of the new 9-5 model until I saw in the February *What Car* magazine in their list of forthcoming cars for 2008 a small note that the new 9-5 would be announced in the autumn of 2008. Saab 'Driver' did publish some early pictures of this model a year ago - can anyone at Saab 'Driver' provide any further news?

As we all know, Saab desperately needs new models, not continual facelifts of existing models. We are all aware of the policies of GM but Saabs are in danger of being swamped by the flood of new models which competitors are continually producing.

Mark Lunt

Letter from Israel

Saab 'Driver' April 2007 arrived while I was on a long stay in the UK. Since when I have been struggling to catch up on all my reading. I found the article on the history of Saab cars by Frederic Manby, very interesting but I believe that my memory of some points is more accurate than his, but then, it seems that his ownership of Saab models is/was rather shorter than my continuous ownership since May 1962, currently on my twentieth model. The on-demand free-wheel device was an essential feature of Two-stroke cars (not only Saabs), to prevent seizure of the engine due to inadequate lubrication on continuous load. Drivers were advised to come off the accelerator pedal at intervals, even when they would not otherwise do so. There was no need for the free-wheel device on four-stroke models but it was continued on the V4 and the early 99s. It certainly was a useful economy device in addition to its original purpose and many owners (me included) missed it when it was discontinued.

The two litre engine of the Saab Turbo was neither manufactured by Triumph nor was it developed from it. It was an entirely new engine, with, if I remember correctly, design input from Ricardo of Worthing. I am not sure whether it was introduced before the Turbo or with it.

The distinguishing feature of the Saab Turbo was not that it was the first Turbo engine to be built in large numbers but that it was the first to be introduced for use in normal road going cars. Previous applications were for track racing models, and diesel powered heavy goods vehicles.

Richard Smith

Prone to Cracking?

I am informed that Saabs in particular are prone to suffer cracked sumps!

I recently took my 9-3 for a routine service at the local service centre. The car appeared to be running fine afterwards but I did notice it was dripping oil – something which it had never done previously. Over the next few days the loss of oil was more evident until within a week the Saab suffered total loss of oil.

I returned the car to the service centre the next day and they informed me that there was a crack in the sump next to the sump-plug, they suggested that I had hit something – which was untrue.

They patched up the sump and sent me on my way.

I sought advice on the matter and took the car to Richard Elliott who confirmed a hair-line crack next to the sump-plug. He said the damage was a classic case of the sump-plug being over-tightened – they probably failed to use a torque-wrench. Richard replaced the sump. I returned to the service centre but they were not particularly interested in what I had to say, I also wrote to their Head Office and presented them with a bill for the replacement sump plus charges.

They wrote back and conceded that possibly they may have damaged the sump but then added that Saabs are prone to this!

They have offered compensation in the form of a free service at the local centre but no direct financial reimbursement.

So where do I go from here – to the local Small Claims Court or accept their generous offer? What should have been a routine service has cost me hundreds of pounds already. Any thoughts?

Simon Jones

Back to Basics

Having been a Member of the Club for over 27 years now and a regularly attending Branch Member (Groupie?), I felt compelled to contact 'Driver' to comment on the problems with the 2008 National Event – it has all happened before, at least two or three times to my knowledge.

Whilst I agree that it is a good idea to have different Groups running this event, perhaps we are getting too ambitious and away from the original ideas for a National Weekend. It is the main Annual Meeting for most Members, a lot of whom do not go to Branches but look forward to the yearly get-together at the end of July.

I and the rest of the Long Clan have attended as many Nationals as we possibly could and it is gratifying now to see second (and even third) generations of the same families joining in.

What about getting back to an informal weekend event without too much organised, but obviously on a decent site with good facilities. Gone are the days of six loos and two washbasins for 100+ people! (Been there, done that, got the T-shirt!).

The main reason I have always tried to get to Nationals is to meet up with like-minded Saab people and over the years have made many good friends. I am sure this still applies to the newer and younger Members of our great Club.

I would be very interested to hear fellow Members' opinions on this (very important) matter.

Sue Long

Sue, see page 32 for more details. Ed.

Misting in cold weather

The problem I write to you about is the severe misting of windows in the recent cold spell. In particular, when carrying four persons in the car. I have inspected the floor carpets and the boot carpet for any signs of dampness but all seems OK. Could you advise me of any other possible causes. Is there a de-humidifier in the aircon system and where is it located?

David L Murdoch

I would say most certainly the a/c recirculation flap is jammed in the recirculation position, probably due to a faulty stepper motor, remove the scuttle panel at the rear of the engine bay and check the flap's position, if its closed open and disconnect the motor.

Other cause could be blocked water drain for the evaporator or leaking heater matrix.

9000 CS in Reverse

I have a 1996 Saab 9000CS Manual which has done approximately 150,000 miles.

I am experiencing difficulty in selecting reverse gear. The problem does not appear to be dependent on whether the vehicle is hot or cold. 'Rocking' the vehicle does not appear to particularly help either. If the engine is switched off selection does seem to be easier.

All the forward gears are very smooth except for the very occasional 'crunch' when selecting fifth.

Any thoughts on where the problem is most likely to lie and the solution would be greatly appreciated.

Steve Cartney

Problem is caused by a worn or damaged reverse gear syncro, will need gearbox strip down to rectify.

Turbo Type

A couple of questions: I read the article in the latest copy of 'Driver' concerning the Hirsch 9-5 Aero, it states the car uses a Mitsubishi TD04 turbo as standard, would my 2.3 LPT have a Mitsubishi Turbo? If so, do you know the model number? As I work for Mitsubishi, if I ever need a new one it could save me a lot of money.

Is there a particular poly belt idler pulley that fails as I have a slight noise which I believe may be from one of them, it is only heard at idle when the air con is used.

Robin O'Connor

Your LPT will have a Garrett Turbo, they are not easily interchangeable as the feed pipes are different.

On the drive belt, later cars only have one idler or tension pulley to improve reliability, earlier cars can be updated by fitting a shorter belt.

The noise is probably the a/c compressor but untension the belt and check the tension pulley and fit a shorter belt and bypass the idler pulley if not already modified.

Classic 900 water leak

I have identified a slight water leak on my Classic 900 Turbo coming from what I think is called a core plug in the engine block.

Under the exhaust manifold, forward of the fitting where you drain the coolant out of the block, there are two metal plugs, like bottle tops that have been pushed into holes in the block. The bottom one is seeping coolant.

Any advice on fixing, and on how urgent it is that I attend to the leak (ie, will it fail catastrophically all of a sudden?) would be very much appreciated.

John Hill

These core plugs are difficult to replace even if you have access to a ramp. Make a hole in corroded plug with a screwdriver and lever out, the new core plug needs some sealant and then is pressed in. I use a socket as a drift with a short extension that is slightly smaller than the plug to press home the new plug.

I think you need to examine the leaking plug as whilst they do not usually fail suddenly, if it's badly corroded it may do. Incidentally, the coolant drain housing does also corrode and fail suddenly so that maybe worth checking (core plugs are still available from Saab dealers).

SPRINGTECHTIP

Check for any winter damage

When winter is over its time for the underside to be inspected, this applies to all models. Check all metal brake lines, oil cooler and power steering pipes for corrosion, remove undertray or wheel arch liner if it's hidden, clean rust and protect with grease, (if a brake pipe is badly pitted it should be replaced).

Check also condition of front and rear springs, look for breaks and also look at the condition of the suspension leg or mounting areas for any serious corrosion.

Check condition of exhaust system and mountings, inspect outer cv joint and steering rack gaiters, any that are damaged must be replaced.

Finally check condition of fuel tank support straps and replace if in poor condition, common failure on 9000, new GM 900 and 9-3 models.

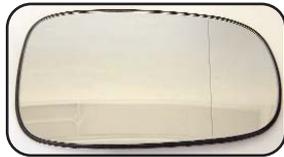


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Saab of Hertford is a family-run business with family values, serving Saab owners in London and Hertfordshire since 1992. We have an extensive range of quality cars, an extensive new and used selection of parts, fully-equipped servicing and body shop facilities, restoration and MOT services. We carry out servicing, repairs and restorations to the highest possible standard. Please feel free to discuss your requirements with us or request a no obligation quotation.

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

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Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE	EQUIP 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 900i	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

WHAT'S ON

MARCH 2008

Tuesday 4th West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info contact us at wmwsoc@yahoo.co.uk

Thursday, 6th East Anglia Saab

Notice of the AGM followed by A Natter & Noggin. The Chequers Inn, Low Road, Bressingham, DISS, Norfolk, IP22 2AG. Food is available at The Chequers Inn from 6.30 pm. Meeting at 7.30pm. For any further information please contact: Rachel Hillier: 01379 740158 or 07831 093475 E-mail: SootySaab@aol.com

Monday 10th Lancashire Saab

Ring 'O' Bells Pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Tuesday 18th North West Saab

Meet at the White Lion Liverpool Road, Castlefield at 8.00pm for a chat with other Members.

Sunday 24th West Midlands and Warwickshire Saab

Weston Park Staffordshire - Festival of Transport event. Please contact us for more info wmwsoc@yahoo.co.uk

Wednesday 26th South Yorkshire Saab

DVD Evening

Friday 28th-30th Scottish Weekend

Hetland Hall Hotel, Carruthers town. Tel: 01236 752089. E-mail: elizabethmills@tiscali.co.uk (See page 18 for details).

Sunday 30th Ebor Saab

Early Season Run – half day (Ron & Stuart)

APRIL 2008

Tuesday 1st West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info contact us at wmwsoc@yahoo.co.uk

Thursday 3rd East Anglia Saab

Chequers Inn, Low Road Diss, Norfolk, IP22 2AG Meeting at 7.30pm.

Wednesday 9th Ebor Saab

Falcon: New Members Night

Monday 14th Lancashire Saab

Ring 'O' Bells Pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Friday 25th-27th Spring Weekend

The Valley Hotel, Ironbridge, Shropshire. Contact Jean & Bernard Crowhurst. Tel: 01952 254004. (See page 22 for more details).

Sunday 27th Swedish Day UK

- Yeovil Town Football Club Please follow the local signs to 'Yeovil Town Football Club'. The Sat Nav info is: Huish Park, Yeovil, BA22 8YF. For further info e-mail: robin@swedishday.co.uk Swedish Day, 10 Arundel Road, Yeovil, BA21 5JZ. Tel: 07515 112120. (See page 20 for more details).

Tuesday 29th South Yorkshire Saab

Inter-Branch Quiz

North West Saab

Interbranch Quiz at a venue in Glossop Area TBA 8.00pm, see www.saab-nw.co.uk

TBC Durham Saab

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

MAY 2008

Thursday 1st East Anglia Saab

Chequers Inn, Low Road Diss, Norfolk, IP22 2AG Meeting at 7.30pm.

Sunday 4th West Midlands and Warwickshire Saab

Catton Hall - The Catton Hall Vehicle Rally. Please contact us for more info wmwsoc@yahoo.co.uk

Tuesday 6th West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info wmwsoc@yahoo.co.uk

Sunday 11th Cheshire, N. Shrops and Staffordshire Saab

Spares Day 2008 at RAF Cosford Museum. All monies raised will go to Charity – this year the funds will go to the RAF Museum and not to the Air Ambulance as with other years. For more information contact Martyn Ashcroft.

West Midlands and Warwickshire Saab

Sandwell Show West Bromwich. Static car displays, car boots, and fun fair. Please contact us for more information wmwsoc@yahoo.co.uk

Monday 12th Lancashire Saab

Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Sunday 18th Ebor Saab

Full day run to Rutland Water (Karl)

Tuesday 20th North West Saab

Visit to Compo's Holmfirth (Fish Restaurant) www.saab-nw.co.uk

Saturday 24th-26th Lancashire Saab

We will be at The Chipping Steam Fair. Contact our Group for more information, we will have a stand showing our cars.

Sunday 25th Ebor & South Yorkshire Saab

Classic Car Show Thornton-le-Dale.

JUNE 2008

Tuesday 3rd West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info contact us at wmwsoc@yahoo.co.uk

Thursday 5th East Anglia Saab

Chequers Inn, Low Road Diss, Norfolk, IP22 2AG Meeting at 7.30pm.

Monday 9th Lancashire Saab

Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Saturday 14th North West Saab

The Peaks and Dales 2008 starts from Windy Harbour, 9.00am, Glossop. See page 18 for details.

Sunday 15th Ebor Saab

Harewood Classic Car Show

West Midlands and Warwickshire Saab

Trentham Gardens Staffordshire. Set in the beautiful Trentham grounds, this is a very well attended event. Please contact us for more information wmwsoc@yahoo.co.uk

Wednesday 25th South Yorkshire Saab

Cheese & Wine evening

Saturday 28th-29th

HSSC Historic Festival. See page 19 for details.

JULY 2008

Tuesday 1st West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info contact us at wmwsoc@yahoo.co.uk

Thursday 3rd East Anglia Saab

Chequers Inn, Low Road Diss, Norfolk, IP22 2AG Meeting at 7.30pm.

Saturday 5th-6th West Midlands and Warwickshire Saab

Cars in the Park - Lichfield, this is always a good event. Why not join us with your car on the stand. Please book with us NOW to ensure a space. Please contact us for more information wmwsoc@yahoo.co.uk

Sunday 6th Ebor Saab

Run to UKSaab Track Day at Donington Park (Ron).

Monday 7th Lancashire Saab

Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Sunday 13th Ebor Saab

BBQ at Elvington (Geoff Hart).

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 for **WHAT'S ON ONLY** in the May/June 2008 issue is 21st March 2008.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Sunday 20th
West Midlands and Warwickshire Saab
Ironbridge Gorge Museum, Shropshire - this is a great working museum. Please Contact us for more information wmsoc@yahoo.co.uk

Friday 25th-27th
National Rally 2008
Royal Umpire Caravan Park, Croston, Near Preston PR26 9JB (Tel: 01772 600257 www.royalumpire.co.uk)
BOOKING FORM IN THE MAY/JUNE DRIVER

South Yorkshire Saab
Branch visit to National

Sunday 27th
Ebor Saab
Ripon Old Cars

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

AUGUST 2008

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

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

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

Friday 8th-10th
International Club Meeting
Mezrozes Camping, Cesis, Latvia. www.intsaab2008.lv also www.niceplace.lv (See page 36 for more details).

Monday 11th
Lancashire Saab
Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Friday 15th-17th
Ebor Saab
Weekend run to The Cotswolds (Karl)

Saturday 16th
South Yorkshire Saab
Pat & Bob's Barby

Friday 29th
Ebor Saab
Italian Night

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

SEPTEMBER 2008

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

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

Monday 8th
Lancashire Saab
Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Sunday 21st
Ebor Saab
Treasure Hunt (Chris and Janet Greenwood).

Wednesday 24th
South Yorkshire Saab
Natter & Noggin.

TBA
Ebor Saab
York Historic Vehicles.

OCTOBER 2008

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

Saturday 11th or 18th
South Yorkshire Saab
Visit to Coventry Motor Museum

Monday 13th
Lancashire Saab
Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

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

TBA
Ebor Saab
End of Summer Run.

NOVEMBER 2008

Monday 10th
Lancashire Saab
Ring 'O' Bells pub, Ring 'O' Bells Lane Lathom, Ormskirk, L40 5TE, We meet every second Monday of the month from about 7.30pm, for more details please call 01704 893157.

Wednesday 26th
South Yorkshire Saab
Natter & Noggin

TBA
Ebor Saab
Group trip to NEC Classic Car Show (Ron).

DECEMBER 2008

Monday 8th
Lancashire Saab
(Note: maybe our Xmas meal) This date is provisional only. Please keep an eye on this page for further info nearer the time.

Wednesday 17th
South Yorkshire Saab
Christmas Party

JANUARY 2009

Wednesday 28th
South Yorkshire Saab
AGM

FEBRUARY 2009

Ten day tour of South Island New Zealand. The date is provisional. Loan or hire cars available. For more information contact Geoff Ridley at geoff.ridley@paradise.net.nz

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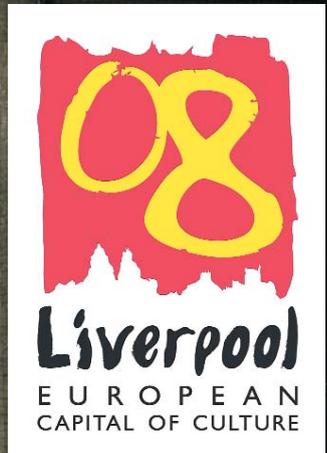
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Lancashire Legends

Sir Richard Owen, John Mercer, James Sumner or Sir Arthur Schuster - these names are unlikely to have any significance to SOC Members yet; but for those who come along to this year's National Weekend event there are likely to be tantalising glimpses of these and many more 'Lancashire Legends'.

THE VILLAGE OF CROSTON TO THE WEST OF CHORLEY AND SOUTH OF PRESTON, A FEW MILES FROM JUNCTIONS WITH THE M6, M55, M58, M61 AND M65 MOTORWAYS, AND WITHIN EASY REACH OF LIVERPOOL, MANCHESTER, SOUTHPORT AND BLACKPOOL.

A story that amuses me is of the Londoner who decided to write a book about famous churches around Britain. On his first day he was inside a church in North Wales taking photographs when he noticed a golden telephone mounted on the wall with a sign that read '£1,000 per call'.

The Londoner, being intrigued, asked a priest who was strolling by what the telephone was used for.

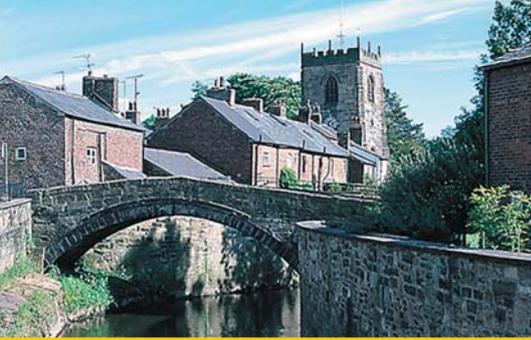
The priest replied that it was a direct line to heaven and that for £1,000 you could talk to God.

The Londoner thanked the priest and went along his way.

Next stop was in St David's. There, in Britain's smallest cathedral, he saw the same golden telephone with the same sign under it. He wondered if this was the same kind of telephone he saw in the north of the principality and he asked a nearby nun what its purpose was.

She told him that it was a direct line to heaven and that for £1,000 he could talk to God.

"OK, thank you", said the Londoner.



THE ROYAL UMPIRE CARAVAN SITE IS A SUPERB VENUE, ESPECIALLY AS WE HAVE THE USE OF A SEPARATE RALLY FIELD, ALONG WITH ACCESS TO ALL THE MAIN SITE'S FACILITIES. ADJACENT TO THIS IS THE 46-BEDDED QUALITY MILL HOTEL WHERE THOSE MEMBERS WHO ARE NOT CAMPERS OR CARAVANNERS WILL FIND A WARM WELCOME AND A HIGH STANDARD OF ACCOMMODATION.

He then travelled to Bath, Wells, Salisbury, Winchester, Canterbury, Peterborough, Durham, St Giles in Edinburgh, St Mungo in Glasgow and down to Carlisle, stopping at many smaller towns and villages with interesting places of worship along the way. In every church he saw the same golden telephone with the same '£1,000 per call' sign under it.

The Londoner, upon leaving the Lake District behind finally entered Lancashire.

In the first church he entered, there was the same golden telephone, but this time the sign under it read '40 pence per call'.

The Londoner was surprised so he asked the local vicar about the sign.

"Reverend, I've travelled all over Britain and I've seen this same golden telephone in many churches. I'm told that it is a direct line to Heaven, but everywhere else the price was £1,000 per call. Why is it so cheap here?"

The old cleric smiled and answered, "You're in Lancashire now, son – it's a local call."

Which apocryphal tale tells you most of what you need to know about Lancastrians and their 'God's Own' county!

The site that has been chosen for this year's event is in attractive quiet low lying pastoral country, close to major motorways, large towns and Britain's newest city, with many tourist and holiday attractions including a major theme park on its doorstep; and yet it is in an ancient historic village with its own fascinating history including the site of a former original 1960's Saab dealership! (... alas now long gone and no doubt sadly missed).

Where then? The village of Croston to the west of Chorley and south of Preston, a few miles from junctions with the M6, M55, M58, M61 and M65 motorways, and within easy reach of Liverpool, Manchester, Southport and Blackpool.

The Royal Umpire Caravan Site is a superb venue, especially as we have the use of a separate rally field, along with access to all the main site's facilities. Adjacent to this is the 46-bedded Quality Mill Hotel where those Members who are not campers or caravanners will find a warm welcome and a high standard of accommodation. We have also booked the Euxton Barn here for the weekend to ensure that we have a weatherproof venue in case the English Summer returns!

A relaxed and hassle-free weekend is planned with an informal get together on the Friday evening, probably to include an option of a fish supper. Saturday will be the 'main day' with day visitors and traders expected. A traditional programme including a version of 'best car' attending, a treasure hunt and hopefully driving tests will be organised for the day; that will culminate in an informal get together with a BBQ to round off the evening.

At this stage little is finalised for the Sunday, but an option of a drive into Liverpool, City of Culture 2008 is being considered. Whether or not this happens, there is no shortage of interesting things to see and do not a million miles away!

Although few details have been finalised as this issue of the 'Driver' goes to print, the following key information is available:

Iain Hodcroft

SOC National 2008 'Lancashire Legends Weekend'

Dates/times:

Friday 25 July 2008 (from 2.00pm)

Sunday 27 July 2008 (from 3.00pm)

Venue:

Royal Umpire Caravan Park, Croston, Near Preston PR26 9JB
(Tel: 01772 600257 - www.royalumpire.co.uk)

BOOKING FORM WILL BE AVAILABLE IN THE MAY/JUNE 'DRIVER'

Options:

- Option of direct booking onto the main caravan site with electric hook ups, etc at the park's standard peak season charges.
- Option of organising your own accommodation at the Chorley Quality Mill Hotel - www.qualityhotelchorley.co.uk - or other local B&Bs.

So does anyone remember Richard Owen from the opening paragraph? 'Twas this Lancastrian who coined the name 'dinosaur' and was instrumental in creating the National History Museum. John Mercer (from just up t'road in Preston) gave his name to the process of mercerising cotton that allows so many different colours of this fabric to be produced. James Sumner, of course, worked a couple of miles or so away in the small township of Leyland, his 'motor works' achieved lasting fame before becoming entangled in the 1980's debacle of 'British Leyland' and the start of the virtual demise of the UK-owned motor industry; and Schuster, a naturalised German 'Lancastrian', was the first to use a portable X-ray machine in an attempt to save the life of a poor woman whose deluded spouse had fired four bullets into her!

Perhaps next time we can further whet your appetite for this 'happening' by recounting the story of the 'Sayscah Lady', looking at the wealth of tourist locations in the vicinity and encouraging you to make this weekend the start (or finish) of a longer stay in this part of God's own county!



All correspondence to:

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www.wmsoc.co.uk

Well here we are nearly a third of the way into 2008, time certainly flies past when you are having fun!

Before I go off onto my usual rant, I must say thank you to all of you who have sent me emails, reflecting well... basically how helpful I have been, I do my best (smug smile), but what I want is more of the same, but stuff that you or your Group has been doing so I can include it in this page! Your input is very important to the magazine and is always more than welcome.

As we enter the spring/summer season, I guess a lot of us are taking out our cherished ones for a good clean to rid that road salt and grime, and having a first meaningful blast to clear out the winter grime, I too took out my old faithful on a lovely crisp morning in February, but had a problem with a water leak, easily fixed with a new jubilee clip!

As promised in the last edition I would let you know how I got on at East Anglia Saab Group meet, I can confirm it was brilliant, Rachel and the other Members were most welcoming. Before I forget, if ever you see an Aero travelling at great speed around that area move out the way, you see Rachel is not your ordinary stick-to-the-speed sort of lady... oh no, when she gets going she gets going. We were treated to some slides from one of the Members from their visit to the 60th Meeting in Sweden, some great pictures there.

We all had a nice meal in a really nice pub, which is incidentally where they meet, the Chequers Inn, do please try to support this Group and its events, I have promised them I will attend one of their days out during 2008, Rachel puts on a lot of events throughout the year so keep an eye on these pages to see what they are up to.

Just so that you are pre-warned, I will be visiting the South Yorkshire Group for their meeting in March, I am intrigued by this as the meetings are held in a Custody Centre!, I guess they just like a captive audience, I will update you on that one next time... if they let me out!

I have been getting a lot of e-mails from people in the Kent area wanting to know if there is a Kent Group. Well as you all know at the moment there is not, I am making an appeal to anyone to arrange the first meet. The SOC are here to support and help start any Group, if that person is you... give me a shout so we can move things forward, I know you are all keen, judging by the requests I get I think it would be a great success. The same applies to the Bedfordshire and Hertfordshire areas, there are a lot of specialists in these areas so it follows there must be a lot of Saab drivers, let's get these Groups formed.

As I mentioned last time, the SOC team has sent out a mail-shot to some 5,000 Saab drivers, obviously this will be of benefit to all Groups, as we will then send on to new Members details of the Group most local to them. I get a lot of enquires from Members and non-Members requesting information about local Groups. I do of course pass on your details, I hope you are all getting new visitors.

That's it for now, see you sometime this spring/summer.

Ellie

Please note the groups highlighted have returned their attendance registers.

Groups Sub-Committee Local Liaison Officers

Stephen Trigg, 18 Cleveland 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
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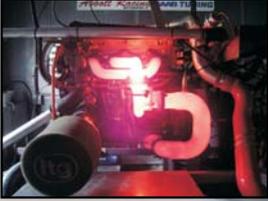
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AROUND THE WORLD

26th International Saab Club Meeting 2008 IN LATVIA



We invite all Saab enthusiasts from around the world to take part in the 26th International Saab Club Meeting, on 8-10 August 2008, in the Cesis district of Latvia.

This year is very important for us because the Latvian Saab Club has its 10th Anniversary.

Our main idea is to meet Saab friends in a large camping place where all Saab enthusiasts can spend an interesting and rewarding time together. And, as we see Saab cars not only as a cult objects, but also as cars for active people, the meeting will be at the camping place Mezrozes, Cesu district. Mezrozes is situated 100 km north-east from the capital Riga and 15 km from the town Cesis. Cesis is the town with more than an 800-year-old history, picturesque landscape and numerous cultural activities.

Preliminary Programme:

Friday, 8 August 2008

- Morning: Meeting and check-in at the Mezrozes camping.
- Afternoon: Check-in and a sightseeing route.
- Evening: Official opening of the 26th International Saab Club Meeting 2008 and a Grill Party.

Saturday, 9 August 2008

- Morning: International Saab Rally 2008, a tour with special tasks but without complicated orienteering (for

locals, of course).

- Afternoon: You may still be on the tour – maybe not. Voting for the SAAB Beauty contest.
- Evening: Buffet Diner with entertainment. Prizes and Special Prizes. Saturday night Saab Disco. Sauna, smoke sauna, lake, pool.

Sunday, 10 August 2008

- Late morning: Late breakfast. Saab market. Saab Beauty Contest award ceremony.
- Afternoon: Closing of the Meeting.

One weekend for us is too short a time to meet Saab friends again and show our hospitality. Yes, we want to show you more! So the Latvian Saab Club invite you to join other Saab friends during a three-day event before the International Meeting 2008 when we want to show you just a little part of the nice place called Latvia and spend time together with other Saab enthusiasts. See you all at 26th International Saab Club Meeting 2008!

Go to www.intsaab2008.lv for more information.

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SAAB HISTORY Year In Review

saabhistory.com

Saab History celebrated its first full year since it was officially launched in 2006. One year on, we review the success of this independent project which aims to collect photographic, audio and visual material on Saab's past, present and future.

A great deal of material has been gathered over the year since Saab History officially took formal internet presence early in August 2006.

To date 1,024 posts, 363 videos in the Saab Film Archive, 52 finely crafted and detailed scale models, 36 fine pieces of literature in the Saab Book library, 14 catalogues and an ever growing archives section dating back to 1947 – the year Saab began as an automobile manufacturer – have been amassed.

A key area that Saab History continues to tirelessly work on is the Saab Film Project, formerly Saab Videos.

Saab Film Project

Saab History thanks everyone who has contributed to this project. However, the work is far from over. Saab History is asking for any and all Saab related films, advertisements,

promotional clips, outtakes and any other footage that specifically makes references to any aspect of Saab Automobile's history.

With the first and second phases of this project now completed, it is imperative that Saab History receives additional footage so that the next stage of the Saab Film Project can be completed in 2008.

The Saab Film Archive currently stands at 363 items, so if you come across any material, please review the film list directly on the Saab Film archive (www.saabhistory.com) before contacting Saab History.

Saab Automobile's history is an incredible one that keeps getting better each day and without a centralised source for all of this material, it will be hard to track and maintain and properly archive it for generations to come.



Saab History Highlights

Over the last couple of years, Saab History has participated in a number of events outside of the Saab Film Project alone, here are a few highlights.

On 27-28 August, 2007 Saab History participated in the Saab 9-3 Media Drive event that included a surprise taste of the new cross-wheel drive (XWD) test vehicle in Washington, D.C. (pictured left).

During the 25th Annual 2007 Saab Owners Convention in Troy, Michigan, Saab History managed to visit the General Motors Heritage Center as well as Custom Automobile Services that houses the entire Saab USA Heritage Collection (pictured top).

Also at the Convention in Troy, Saab History managed to showcase over 200+ films from 1947 until the present day from the Saab Film archive. This showcase was run through a remote computer transmitted in-house television channel at the hotel, enabling visitors to enjoy the films in the luxury of their hotel room as well as in the front lobby of the hotel, throughout the four days of the convention. A well received addition to such a successful Saab Owners Convention.

On 7-10 June 2007, Saab History attended the 60th Anniversary Saab Festival that took place in Trollhättan, Sweden (above left).

On 19 May 2007, Saab History attended for the first time, the annual 'Saabs@Carlisle' event in Carlisle, Pennsylvania. The event was well attended, so well in fact that Saab enthusiasts and their vehicles outnumbered every other marque. A great event (pictured above right).

For the first time ever, Saab History was invited to a Saab Automobile USA media launch event on 6-7 February 2008. This particular event focused on the '60th Anniversary of Saab Automobile'. Saab History along with other media and journalists flew out to San Diego to test drive the special 60th anniversary editions as well as 'driving' a number of the Saab USA Heritage Collection!

Saab History has had one incredible launch year and the future continues to look bright. I strongly suggest you keep visiting our constantly updated website for more news and information spanning both the past and the present of the Saab Automobile.

Thank you for supporting this independent effort to preserve Saab Automobile's history.

Ryan Emge

Saab History Media Archivist and Editor
www.saabhistory.com or info@saabhistory.com

The Saab History project is an independently founded and managed grassroots awareness campaign that officially began in Autumn 2006. The objective of the ongoing project is to educate people through the viewing of the history of Saab, Saab Automobile through written, photographic and audio/visual content consisting of Saab Automobile's past and present and future.

Visit Saab History at: www.saabhistory.com
 or contact them at: info@saabhistory.com

Latest news from your Travel Club

An estimated 1.25 million fewer summer sun holidays will be available in 2008 due to consolidation between the major tour operators. Put bluntly, the merger of Thomas Cook and MyTravel as well as Thomson and First Choice means there will be less flights and hotels for families to choose from in the summer ahead. In November, Thomson's parent company TUI announced 12% of cuts while Thomas Cook slashed the former MyTravel holiday programme by as much as 23%.

What's clear is that there are some great deals around for Travel Club

Members at the moment but the message is that with fewer holidays out there you shouldn't wait around to get the holiday you want. We are predicting there will be fewer package holidays to choose from later on in the season, particularly if you are a family group and want to go at a particular time of the year and to a particular destination.

We have access to thousands of holidays that are updated regularly throughout the day, from more than 25 major UK tour operators. So why not search our database from our website and then contact us. Our consultants will help you through the never-ending

stream of special offers to find your ideal holiday. You are special to us and you deserve a special holiday at a special price – www.mytravelclub.co.uk

January and February are the most popular months for buying holidays and tour operators are currently offering discounts to tempt people to book. But a spokeswoman for ABTA, the Travel Association (formerly known as the Association of British Travel Agents), said discount deals may be much harder to find in the summer.

It really is a matter of 'you'd better get booking!'

Bob Featherstone

Travel Club SPECIAL

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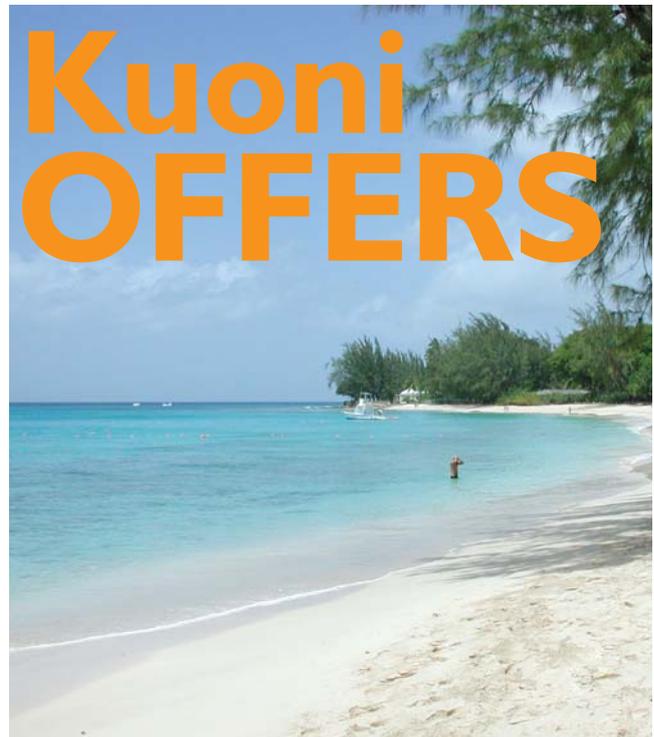
In a quiet position on the south coast, only a mile from the lively centre of St. Lawrence Gap, and directly on two sandy beaches.

SPECIAL OFFERS for departures from 22 January to 30 November.

Garden View, seven nights, Room only, from £588 Saving £156 per person (01-31 May). Offer includes: Flights from London, hotel based upon two sharing, transfers, taxes. Ask for other dates and departure airports.

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

You'd definitely better get booking – make that first call or send that first e-mail, right now!



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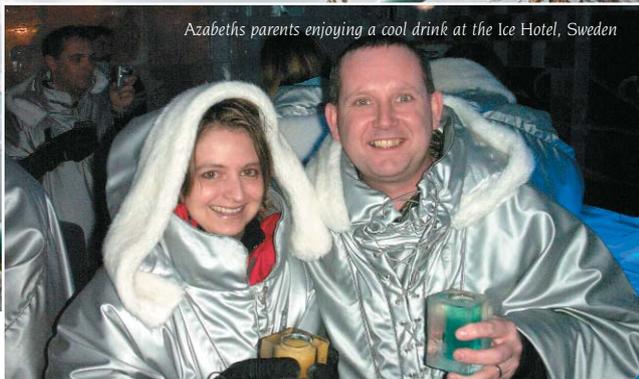
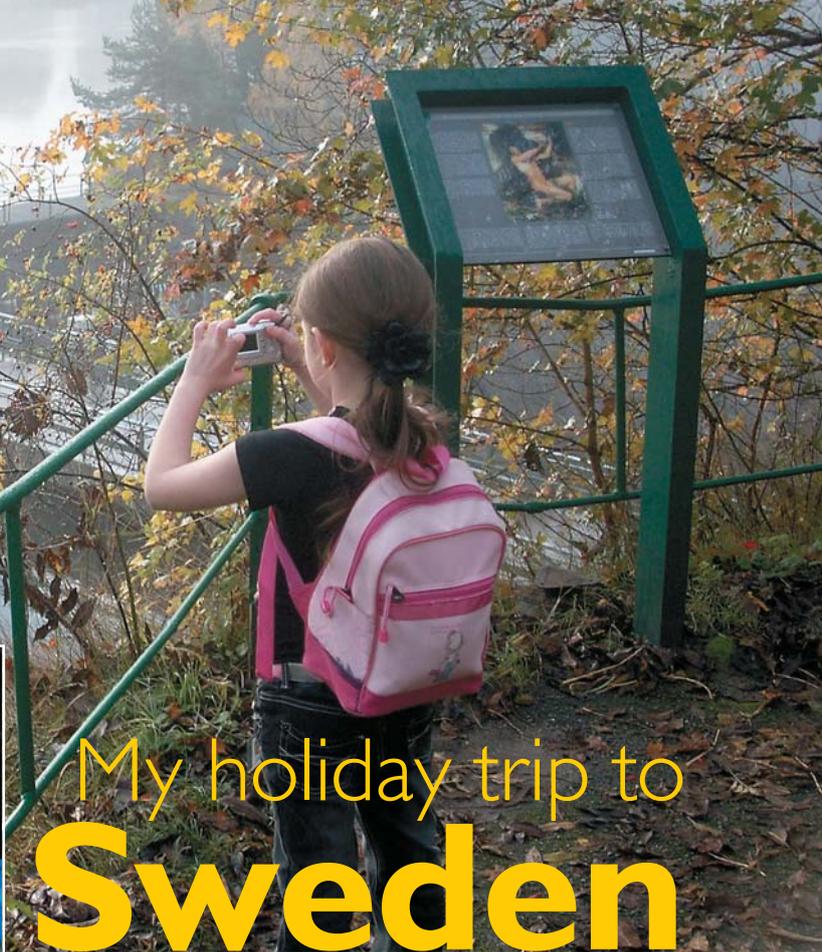
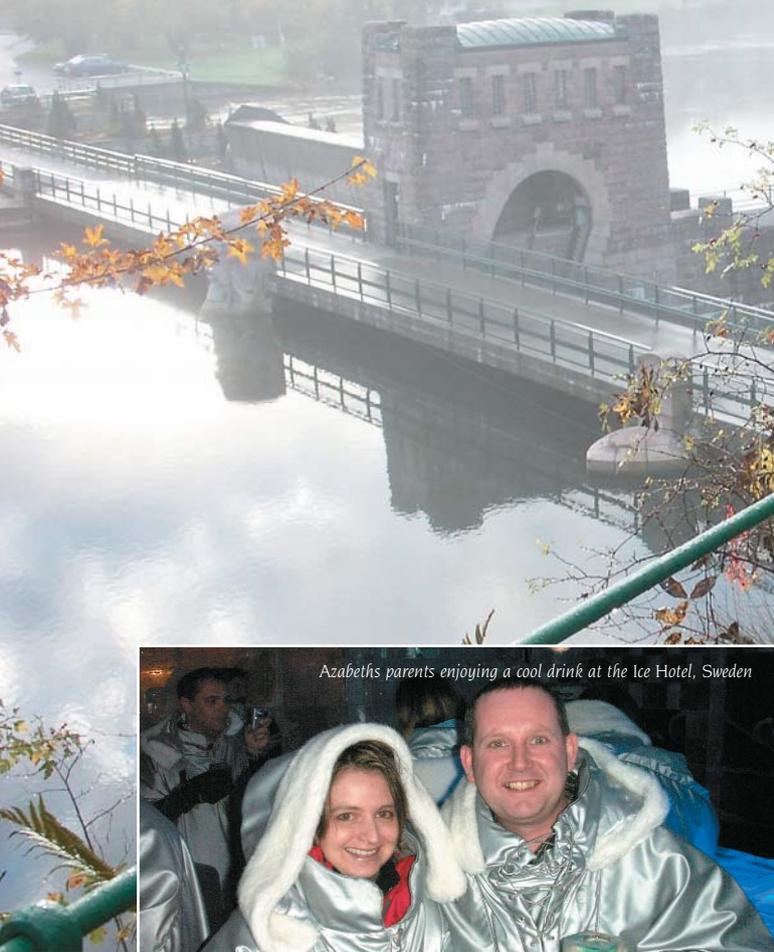
Office hours: 09.00 – 18.00

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Phone this number to contact the SOC Travel Club Book all of these holidays and breaks and anything else with THE SOC TRAVEL CLUB, including air tickets; hotels, villas and apartments; car hire and car ferries; travel insurance. We'd love to hear from you.

THANKS FOR LETTING US HELP YOU PLAN A GREAT HOLIDAY!

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Azabeth's parents enjoying a cool drink at the Ice Hotel, Sweden

My holiday trip to Sweden

by Azabeth Morley aged 7

My daughter, Azabeth, was looking at an old copy of 'Driver' the other day which had myself and my wife on the cover during our trip to Kiruna.

She asked if it was possible that she could get into the magazine? I told her to write about her trip to Trollhättan which we both took together during the half term break in October in 2006. This is what she wrote:

"Daddy looked after me for a while over the holidays as mummy had to work. So we decided to take a short trip to Sweden. We flew to Gothenburg and then drove to Trollhättan where we stayed.

"We stayed at the Scandic Hotel. It was really nice and I had a huge bed all to myself! I was given a present when we arrived and a fruit and chocolate basket was delivered to our room too. A special gift just for me! That was cool.

"In the evening I had moose for my dinner. It was yummy but a bit chewy!

"We are a bit Saab-mad in our house so we took a trip to the Saab museum. I saw lots of old Saabs there that I had not seen before. They were quite funny to look at.

"I found out that when they design cars after they have drawn

them, they do a model of them out of clay. It was really clever.

"Above is a picture of me learning all about the engines of new Saabs. I was listening on a translator machine, a bit like a telephone, it was great fun.

"I got to see inside the body of the car and how it fits together.

"We also went to the Saab factory where they make them. We went around on a train and it was really interesting. We got to see how the cars were made. Some of it is done by robots – they scared me, especially when the sparks flew. Most jobs were done by people. We saw how the metal was shaped into the shape of the car and at the end saw the cars being taken away for testing. It was really exciting.

"Daddy and I also did some walking. We saw the river and the dam. We went up really high which was great.

"Sweden is a very nice country and we saw some waterfalls and a pretty forest. I can't wait to go again.

Robin and Azabeth Morley



Teenage Kicks



I'd wanted a Saab since about the age of thirteen, having seen the Paradise Club TV series on the BBC in the late 1980s, where Leslie Grantham tore around town as a nightclub owner in a black 900 TI6S.

I finally got to own my first one in autumn 2002, when I'd been casually looking for a replacement for my ageing 1987 Golf 1300, which I'd had for the previous seven years.

The car in question was K723 EHX, a blue 9000CS XS that had been traded in at the local Skoda dealership. The car was generally dirty and clearly needed a good wash and brush up, however underneath the dirt it looked a sound car – everything appeared to work OK, plus it had a full main dealer service history.

I decided to take a chance on the car, and managed to secure it for £950, which was the trade-in value at the time. It had a few months' tax and MOT, so was pressed into service immediately as my winter transport.

Driving the car was a new experience for me. I'd not owned an automatic before, and cruising about in it was extremely comfortable. The MPG figures came as a bit of a shock though

– quite different from those I'd been used to in a 1300 Golf!

A week after buying the Saab, a good friend of mine (and lifelong Saab enthusiast) came to visit, and show off his new toy – a 1991 900S Aero. As soon as I saw it I said: "I'll swap it for mine!" But he was having none of it, and said I couldn't have it!

Six months later (after badgering him every time we met), he finally relented and agreed that I could have the car. My perseverance had paid off.

When I finally got my hands on the car I started a programme of light renovation, starting with the sagging headlining, which was replaced by a local trimming firm. The next job was to replace the numerous missing/damaged items all over the car, such as missing badges/broken headlamp/snapped radio aerial etc. After this the look of the car was transformed.

In nearly five years of owning the car, it's only let me down



IN NEARLY FIVE YEARS OF OWNING THE CAR, IT'S ONLY LET ME DOWN ONCE (SO FAR!), WHEN AFTER SOME PARTICULARLY 'ENTHUSIASTIC' DRIVING THE GEARSTICK SNAPPED OFF IN MY HAND!

once (so far!), when after some particularly 'enthusiastic' driving the gearstick snapped off in my hand!

Luckily the mate I bought it from had since bought an 1988 900 project car, and I was able to borrow the gearstick from that as a temporary measure. This was installed at the roadside and didn't quite fit properly, but at least it got me home.

Since owning the 900 I've become quite a fan of the marque, and have also owned two more in addition since then.

The first of these was another 9000XS, but in the earlier 'mark 1' shape this time.

Bought from the same garage as the original 9000, it was looking a little forlorn with a faded rear panel, no number plates (the previous owner kept their private registration), and various parts hanging from it. Plus points were a fully stamped Saab service book, 'only' 111,000 miles, and a set of Abbott lowering springs fitted.

After a bit of haggling £500 changed hands and I became the 'proud' new owner of J562 ODX.

I gave the car some overdue TLC and it came up a treat! The faded rear numberplate surround was thoroughly cleaned, then painted with matt black plastic paint from Halfords. Just doing that alone smartened the appearance of the car, and cost under £10.

At the time I couldn't really afford to run two Saabs though, so reluctantly sold the car to a chap up the road, and although he subsequently sold it on, I still see it in and around Ipswich occasionally.

Move on a couple of years to October 2004, I was idly browsing e-Bay motors, as you do... and came across a C-Reg 900i about a mile from home. As it wasn't a lot of money I decided to view the car before the auction ended. The car was very clean, and with only 86,000 miles on the clock, so I decided to bid, if the price didn't get too high. Sadly I didn't win the car, being outbid while I was down the pub. The winning bidder didn't materialise however (having bought 20 cars that day!), and an e-mail to the seller resulted in me buying the 900 for £250!

As it was taxed for five months and was Mot'd until the summer, I put it on the road straight away.

Boy this car was a snail compared to my other 900, being only an 8V and having a 3-speed auto gearbox. I had to get used to allowing a bit more time for any journey.

The main fault with this car though, was the fact that the heater was stuck on full heat, and the electric windows would only go down half an inch. It was like driving around in a sauna...

I spent one Saturday morning taking the window mechanisms apart, and found both motors were rusty and seized. Copious amounts of 'WD40' later, and working the motors back and forth resulted in a 'clunk' and the motors spun freely.

Reassembled, the windows whizzed up and down like new!

After two months putting up with the heat coming from the dashboard vents, I decided I had to do something about it. Dismantling the dash I just couldn't locate the source of the problem. I lost my patience and cranked the heater control as hard as I dared. 'Crack', the lever moved freely and I thought I'd fixed it.

It was that night when I went to go out I realised I hadn't fixed the problem at all – the heater was now stuck on its coldest setting. Not good news bearing in mind it was mid-December!

I soon tired of wrapping up like an Eskimo to go out in it, continually clearing mist/condensation/ice from inside the windscreen. The car languished in my parents' driveway until springtime. I then sold it to a fella for £300 who was unconcerned about the heater problem – as the weather had warmed up by then.

More recently I've managed to resist the urge to buy any more Saabs (I got a Mk2 Golf GTi instead...) and after four years of ownership decided to get on top of the niggly problems, that seem to mount up without you realising, on my existing 900 Aero.

In the last few months the car has been treated to a full service, and a set of new Kilen red suspension springs – replacing the tired/sagging originals. I've also replaced the fascia panel with a good second-hand item, as the original dash had broken mounting clips and tried to make a bid for freedom when negotiating speed bumps!

In addition to this I've also managed to get the inoperative electric sunroof motor working again. I balked at the cost of a new, or even secondhand replacement motor, so took the existing motor out for examination.

Stripping it down revealed a large nylon cog, with most of its teeth missing. Some searching on the Internet later, I discovered that the 1979-1986 Jaguar XJ6 used the same Lucas motor – and the broken cog was available to buy separately from Jaguar dealerships. It only cost £6.50 (+ VAT) and has restored the sunroof to perfect working order. (Part number; JAEU3020 if anyone's interested).

I've wax injected the box sections of the car in an attempt to help preserve it, and have had an electronic immobiliser installed to deter theft (my original 9000CS was sold to my father, and was subsequently stolen February 2007).

I hope to enjoy owning and driving the car for some time to come.

Kevin Woolnough

Footnote; Since writing this article my e-Bay trigger finger has been at it again. I've bought a 1994 Saab 900 2.3, details of which could well follow in a future instalment!



WHERE ARE THEY NOW?

Chris Greenwood from my local Group, Ebor Saab, has been in touch to let me know about his couple of V4s. I think he's responding to the trawl that Isobel, my predecessor, made of registered V4s to see how many were still alive. If this is the case then 10/10 for memory and tenacity, Chris, it's about five years ago that I took over the reins! Anyway, Chris writes:

"PBT 550M is a Forest Green 96 scheduled for restoration. She has not moved for 20 years but has been under cover and hopefully is restorable.

"JFS 969N is a Cream 9-5 with brown doors and was for several years the tattiest car in Ebor Saab. She was rescued from Scotland for £250 with a full MOT. Perhaps not surprisingly a year later she needed extensive welding but, once this had been done, she provided remarkably trouble-free motoring for four years. Unfortunately she chewed up her timing gears and, on inspection, was found to be too far gone to save. She is now to be the donor car to help restore PBT 550M. Eventually."

"Thanks for the update, I'll look forward to the eventual date that PBT resurfaces at an Ebor meeting!

9:38 final drives

Adam Gent has continued to liaise with the Danish guys who (hence the broken English) were working on the 9:38 FD. Below is the latest information, sounds to me like a really good plan for modified road-going cars.

The New Saab 95/96/97 transmission 9:38

The test of a group of five different sets of wheels has, after 12 months of drive tests, now been concluded.

One of the problems with the changing transmission to a 9:38 is the mostly the pinion shaft where the extra teeth No.9 is changing the geometry of the root, reducing the thickness of the root by 25%.

The result from the very first test led us to change the material on the pinion shaft to a steel with a core strength of 1050-1350N/mm² and a hardening that still kept the strength in the root of the tooth.

The old original Saab pinion with eight teeth was hardened all through, but because of the reduced root this method is not possible and therefore we have now chosen a hard deepness of 1.5 mm.

Saab 96 and a Saab 97 were both used for all tests taken place all through 2007. The cars were equipped with a Ström engine 1,85l with



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115Hk and the total test mileage was about 25,000km. At the same time different gear oil has been tested. The final recommendation is Castrol SAF-XJ full synthetic SAE 75W/140 oil. Not common cheap oil, but oil for Extreme Pressure Gears and differentials.



The first 2000km was driven with a Castrol SAF 75W/90 in order to get the surface cleaned and smooth, then changed to Castrol SAF-XJ.

The play between the crown-and-pinion wheel was from start 0.11mm. After 12,000km the distance was increased to 0.13mm, no cracks or marks in the surface on either the crown – or the pinion wheel.

The next production is ordered and the parts will be ready in April. That means that all orders up to this date will be finalised. The cost is still 800Euro plus freight.

Please let me know if you are interested, mail me your name, address, phone number then I will be back with payment and delivery date.

Thanks for your attention and patience, and waiting for a long time for my answer.

HC Thing, consult@hc-thing.dk, 0045 65 38 28 56

That's all I have time to include in this edition, folks, I hope you all start getting those V4s out of their winter hibernation soon...

Cheers for now

AI

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NEW REGISTRATIONS

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

Name	Location	Car	Registration
Peter Dowd	West Midlands	96	MKL 847P
Peter Briggs	Nottingham	96	URB 902N

Peter Dowd's Green 96 sounds like it's in reasonable condition mechanically and bodywork-wise, but the interior is in need of some restoration.

Peter Briggs's 1974 Indian Yellow 96V4 was mentioned last time. Peter writes: Bought by the Cowlands in 1991 restored in 1995/1996 I think, engine rebuilt by Graham, full windows out, respray by Andy Boorman, full re-trim of interior, fitment of custom-made stainless steel sports exhaust to an SAH pattern. Bought by the previous owner, Doug Hart, who was a Member of the Club, after a phone call to me asking about the car. We talked a few times during his ownership of the car when he had any problems and also met him a few times at meetings.

"I saw the car on e-Bay and recognised it straight away and plumped for the 'buy it now' option and purchased without viewing it or talking to the seller. After I bought the car I found out it was Doug's son who was selling the car as his father had passed away the month before which was sad, but at least he was pleased the car was going to someone who knew his Dad. The engine has done just 14,000 miles since its rebuild, there are a few scars on the bodywork which I hope to attend to soon, a heated rear window is fitted and a Weber 34 ICH carb with manual choke. Along with the car was enough spares to fill a 9000 including a gearbox and Saab books, all Doug's handwritten service records and bills, MOT's, etc."



Looks like a great car, Peter, hope you enjoy your re-acquaintance with the thrum of the V4 as much as the singing of the stroker!

GO GREEN – DRIVE AN OLDER CAR

Dave made some interesting points (letters Nov/Dec) and not surprisingly generated a response last issue. Leaving aside the arguments over the long promised smaller Saab, the two points regarding wanting a 'green' and economical car can be answered, you will not be surprised to hear me say, by driving an older model such as the 99, 90 or 900.

There are still valid questions about the eco-friendliness of alternative fuels. There is little regulation of the production of bio-fuels regarding use of pesticides, forest clearance for growing space, etc. Electric cars have to be charged up relying on the 'greenness' or otherwise of the national grid. Hybrids are complicated and energy consuming to manufacture and dispose of, and their useable life is uncertain. Whilst it may not be so efficient in its fuel type or quantity used per mile, the older model's longevity, which can be extended by careful maintenance, does save considerable energy and pollution by reducing the frequency of the manufacturing and scrapping process. Charles Ware's Morris Minor Centre in Bath made a well-argued presentation to parliament on this point with regard to keeping Minors on the road, and the same can apply to other old cars, so keeping an older car for longer does make 'green' sense.

As far as economy to the owner, many buyers of new cars are likely to lose as much in depreciation as they gain in fuel savings. At say 12,000 miles per year a very efficient and carefully-driven car returning 60mpg (did say carefully driven!), will use 200 gallons or 900 litres per year, at say £1.08 per litre that's £972 annual fuel cost. My 90 does 28mpg so would use 428 gallons or 1926 litres so annual fuel cost £2,080. That's a difference of £1,108 per year. Will your new car depreciate less than that? Obviously you have to allow for maintenance costs. Less should go wrong with the new model, but then with an older model you don't have to pay main dealer prices and items like tyres can be considerably cheaper, as can insurance if it qualifies as a classic car (and tax if you go back to pre-1973!). Of course, finding a good local garage to look after your older

car can be a problem, but the more people who are looking for such services, the more viable it is for businesses to offer them. If you do a lower mileage the maths works out even more in the older car's favour. If you do a much higher mileage or petrol prices continue to rise the new car can make sense, but don't forget about that careful, fuel efficient driving to max the mpg in your new Turbo X! Incidentally the new 9-3 is listed as having a combined cycle of 26-52mpg.

99 – The original Black Turbo

Talking of the new Turbo X, interesting that the launch publicity material repeatedly refers to it evoking the iconic appeal of Saab's first Black 900 Turbo – surely it was the iconic Black 99 Turbo which started it all as the first production turbocharged saloon car. A simple oversight by ill-informed publicists, or a re-writing of history with the 99 no-longer a 'fit' with the 'brand'? Cynicism and environmental concerns aside, the Turbo X looks to be a fantastic car, though I wouldn't fancy trying to maintain its complicated systems in 20 or even 10 years' time!

Your vote may count

The environmental benefits of using older cars are frequently ignored by politicians and legislators, and as drivers and a Club we need to





be ever vigilant that our use of older cars will not be restricted. Jim Valentine e-mailed with details of a current petition on the No.10 website, prompted by the news that the EU may be looking to restrict the use of cars over 10 years old on Europe's roads, and that Edinburgh Council may be looking to ban cars over 15 years old from the city centre. Who knows what influence these E-petitions really have, but it can't do any harm to register your support, so if you can go to www.petitions.pm.gov.uk/classic-cars.

The petition was created by Richard Jewell and reads:

"We the undersigned petition the Prime Minister to Reject any proposals to ban or restrict the use of older cars." There were over 18,000 names added last time I looked. We need to make it clear that we are a significant group with valid reasons for driving older cars.

Low mileage 90

The 90 (pictured opposite) was drawn to my attention recently. Amazingly it has just over 4,000 miles on the clock! Apparently the owner is keeping it as an investment – well it can't be much worse than anything else at the moment.

Parts Available

Fane Murray phoned to let me know about his 1985 Red 90, bought for its reliability (as he says: "Even when left standing for a while in the barn you know it will start or easily be got started"). He was confident enough, when his other car broke down, to wash the barn dust off the 90 and load it up for a trip to London from Barnard Castle, stopping for the MOT test on the way! "What if it doesn't pass the test?" his wife asked. "It will pass!" he replied, and it did. Fane would be interested to know of any other 90 owners in the area (County Durham/North Yorkshire) and can be contacted on 01833 650474 or ph105@tiscali.co.uk. He also has some 99 parts which he would like to find a good home for, which include an instrument panel, new side lamps, interior grab handle and rear lights amongst other things.

Swansong?

Surprisingly there were still enough 99s left in Sweden in 2007 for some of them to end their days dirt track racing. If they weren't beyond restoration before the race, they certainly are by the end. The emphasis seems to be on cheap fun – clearly there are no points for presentation, unless they include fitting the widest selection of wheels. A sad end, or Last Hurrah? Thanks to Ian Studley for the newspaper cutting.

Stuart

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Bristol BS14 9HU

Telephone: 01275 834641
Between 7pm-8pm please.



First can I send a belated Happy New Year to all our readers. Another year huh? The old adage of 'time flies' seems to now be fitted with a turbocharger, as each year appears to finish quicker than the last.

They say Christmas is 'Turkey time' and I can agree, though not perhaps in the festive way. As I do not use my 99T over the winter, it is usually SORNed (that's another sore point I will get to later) and kept wrapped up in my garage. This presents a dilemma as the garage is attached to the house, so I see the Saab sat there almost daily. I swear it's calling out to me to take it for a spin, little voices in my head keep telling me to do it, my right foot has developed that familiar 99T throttle response, I yearn for that kick in the back again, the noise from the 8 valve, the sheer joy of driving a 99T. I do get through this 'cold turkey' but with each passing year, it gets no easier. I will add though, that even while garaged it still performs a service. Waistline inducing foodstuffs and presents can be safely locked away in the car, stopping prying eyes and childhood curiosity from rummaging.

On the subject of SORN, If you ever decide to do it please remember that you may SORN the car, but this does not automatically entitle you to a refund. You have to apply separately for a refund as the DVLA do not assume that because your car is SORNed, they must pay their fair dues. Be warned!

We have another registered 99T owner! A 99T secret handshake welcome to James Tracey from Cornwall with his Red two-door. Fitted with a five-speed box from a 900, full stainless exhaust, Airflow bodykit, 900 electric door mirrors and front calipers from a 900, this 227,000 mile car will still give James plenty of those 99T moments, (current owners' experience). Mechanically the car is in very good condition, with a good interior and average bodywork. Let us know how you get on with the car James – always good for some feedback from newish (James bought it in August 2006) owners.

And would you believe it, as one arrives another follows: I received the following e-mail from Mel Parker:

"I am the proud owner of a Saab 99Turbo (with water injection). This is the two-door model in Cinnabar Red. I purchased the car in 1983 but it was first registered in 1981 on a 'W' plate. The car has been off the road for several years in the back of my garage, but I am determined to put it back into use this year."

Mel has had some experience with Saabs, having owned several non Turbo Saabs in the seventies. He also installed the water injection kit in these cars increasing the power to 180BHP.

Again keep us informed Mel – seems your experience with water injection will be put to good use. On the subject of t'internetting, you may have thought from the last issue, why my e-mail address has disappeared. Just to let you know it has not, as proven by the thousands of junk mail I have been receiving over the last couple of months.

Can I draw your attention to a new 99 Turbo dedicated website which has recently been running. Like all websites and forums it needs your input, so don't be shy and give it your support <http://saab99turbo.com>

Finally, it is the 30th Anniversary of the Saab Turbo. Yep, thirty years. Probably older than some of its owners – I cannot include myself in that unfortunately – and certainly better put together than most – being a 'crumbly' I can include myself in this one, unfortunately.

As one of the Great Western Saabs Groups we now find we have lots of free time over this summer, so we will be continuing with our very popular monthly pub meets, get togethers, rallies and visits, all of which can be found at www.greatwesternsaabs.co.uk Hope to see some familiar and new faces in 2008.

Well that's it for this issue. Remember, protect your windscreen - wear a seatbelt!

Dave

SAAB LAZY SUNDAY V 18 May 2008

The fifth year of this popular event. Current plan is to meet at 10.30am, at the picnic area on Tog Hill (site of a battle between the Saxons and Britons), South Gloucestershire, just off the M5 for a coffee and chat. Then a drive to a pub (yet to be sourced) for Sunday Lunch followed with a visit to the Avon Valley Railway, in Willsbridge, Bitton for a stroll around the station, take a ride on the steam train and/or boat ride through the Avon Valley. For those internetted visit www.avonvalleyrailway.org/

Please note: Plans may change depending on the weather (the last four Lazy Sundays have all been a bit damp!).

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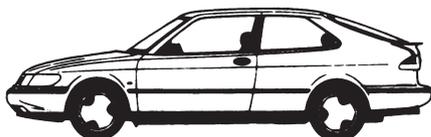
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900REGISTER



LOVE AT FIRST SIGHT!

“NO, NOT THAT THING THAT LOOKS LIKE AN UPSIDE DOWN BOAT.” HOW THINGS CHANGE...

The above is the very phrase I uttered while trying to persuade my dad to buy a Saab 9000 as a teenager. Brought up on a diet of Volvos (pardon me) it was this model that started my love affair with Saabs. Indeed, right through university I still hankered after a 9k for myself and it wasn't until the end of my first degree that I set my heart upon a classic 900. Although my final work for my University degree was taking hold, I spent more time looking at Trollhättans finest both on the Internet and in the flesh than I should have considering the importance of education. Ah well, who needs a first eh?

Many of you will already know me, either by face or my Internet username (Saabstudent), but for those who don't here's a brief history. Born in Scotland in 1981, I moved south of the border in 2000 to start a BA in Transportation design at Northumbria University in Newcastle. After finishing, and in need of money to finance my recently acquired 900, I worked as a bar manager for a year before moving further south to Coventry where I recently completed an MA in Automotive Journalism. It was when moving to the West Midlands that I really became active in Saabs, and while attending the 2005 National was fortunate to meet some friendly WMWSOC Members. Quickly joining this active group I have made many friends and invaluable contacts. The other place of activity is the www.uksaabs.co.uk forums, which, much like the local Group, has allowed me to learn about my car, make new friends and attend a multitude of events.

But enough about me, and back to your Register. And that's a key point – this is your Register, I'm merely the person who co-ordinates and hopefully holds it all together. So it's decision time – what do you want from your Register? I have had a couple of thoughts so far, that while not definitive might be a good start. However, I'm not going to attempt to undertake them unless you think it a good idea – so I need your feedback and suggestions on these.

Specialised groups within the register for rare models such as the Carlsson, Ruby, Jubilee, T8 Special, Tii and other such rarities – can you help me out with a few more?

900 orientated days or events (while not completely excluding other owners) such as rolling road days, attempting to get as many 900s in one place as possible or even a 900 run in the style of Alistair's recently successful V4 run.

Specialised group of performance and modified 900s – to find the most powerful 900's out there from naturally aspirated models through 8 valve to 16 valve turbos.

Special features on rare or foreign 900 models such as the aforementioned Tii to exotica like the wide-bodied Australian Enduro model.

I'd also like to look at ways to make registering your car even easier and pain free – so please let me know how I could do this for you. In the world of modern technology, I have even thought about being



All correspondence to:

Graeme Lambert
900 Registrar
The Earl of Mercia,
Lloyds No1 Bar, 18 High Street,
Coventry West Midlands CV1 5RE
Telephone: 07824 902636
E-mail: graeme_lambert@msn.com

NB Please ensure all correspondence
is marked 900 Registrar

able to register by text message, and of course encourage people to register in person when I see them at various events. Recently Scott from the 9-3 Register revitalised his registration information by including even more details – something that I would also like to follow.

As Dave promised in the previous edition, we are fortunate enough to have Terry and Irene Quinn's headlining replacement procedure to follow, which I present below. Thankfully my headlining, while not the cleanest, is still hanging on for dear life, but like all classic owners I know I'm just biding my time before I have to tackle the job myself.

Get another 16 years from your headlining

The topic of failed headlining gets a regular mention in the 'Driver' so borrowed time came to mind when our 900 reached its 16th birthday still intact in April 2006. Needless to say it was a short-term loan. A couple of weeks later, in true Classic fashion, the material began to loosen at the rear corners and within a matter of months had failed across most of the back passenger area.

I first encountered the problem several years ago when our local garage owner rang to see if any of our Members would be interested in a 99 Combi Coupe owned by an elderly couple who had given up motoring. They were nervous about advertising the car and dealing with strangers at their home so he offered to help them out. I seem to recall it was about 20 years old with around 60K on the clock. Although it needed some TLC to bring it up to scratch, the most memorable thing was the headlining. The fabric had taken on an exotic quilted appearance being held in place by dozens of colourful glass-headed dressmaking pins.

Since then the problem has become commonplace and I've heard of various methods of repair, none of which could be regarded as anything other than a temporary fix. The foam backing deteriorates causing it to part company with the fabric and replacement is the only long-term solution. Hoping to keep our car for another 16 years, that's precisely what we would have to do.

Removing the roof panel via the hatch was a straightforward operation though caution was needed around the sunroof aperture in case the sides fractured. I assumed the shell was moulded in rigid fibreboard but it is more like compressed loft insulation. I discovered this when I set about the task of de-stapling and peeling away the old fabric – a process that left most of the foam backing in situ. The shell wasn't too robust so a little surface damage was unavoidable, particularly where the grab handles are located, and there was some delamination at the edges where it fanned out like unrolled loft insulation. Clearly some remedial work would be necessary before we set about fitting new material.

I used a soft wire brush to remove most of the foam, being careful not to rub too hard near damaged areas. Next, I applied a coat of dilute PVA adhesive. When it dried, the stiffened remnants of the foam were easily sanded off. Where the edges had delaminated, section-by-section, I trickled dilute PVA between the layers and clamped thin strips of wood to each side to compress it back to its original state. I used patches of plasterer's cotton scrim to repair areas where the surface had come away and, for added strength and to prevent the risk of further delamination, I ran scrim all the way round the outer edge and sunroof aperture. Finally, I gave the shell a further two coats of PVA to produce a sound working surface.

I heeded advice not to tamper with the sunroof mechanism. Here, the material is clipped rather than glued in place, so it wasn't going to suffer the same fate. A gentle clean with 'Rug Doctor' commercial carpet detergent brought it up like new. However, this meant I would have to retain the original oatmeal colour.

Locating replacement fabric delayed immediate progress and because of competing priorities the job became shelved until spring this year. (It's surprising how noisy the car is without the headlining in place.) An online supplier advertised a kit for £80, which included three metres of material and an aerosol of adhesive, but I wanted to see what I could source locally. I contacted North East Trimmers in Newcastle who had a supply of grey, which would have been perfect had it not been for the sunroof, so they took a sample of our old material to see if they could match it. They explained that there could be a problem because some suppliers wanted to offload 100m rolls of the stuff and, being a very small concern, they didn't have the space to store it. Eventually, they tracked down a sample in beige. At £20 for a generous two-metre length I reckoned I could live with the difference, which, in the event, turned out to be negligible. As it happened, the sunroof area always appeared slightly different because of the different method of fixing. A 500ml can of adhesive was only a fiver.

NEW REGISTRATIONS

Name Arthur Stillman **Area** Essex
Mem No 019969 **Registered** Mar 1989
Registration F792 SRF **Purchased** Nov 2001
Model 900i Sedan **Doors** 2
Ext. Colour Blue **Int. Colour** Blue
Mechanical 8 **Interior** 7
Bodywork 7
Chassis YS3AB25J7K7013794
Extras BBS Alloys fitted

Name Piero Vitelli **Area** London
Mem No 019983 **Registered** Mar 1989
Registration K971 AVU **Purchased** Nov 2001
Model 900T 16S
Convertible **Doors** 2
Ext. Colour Nova Black **Int. Colour** Black
Mechanical 9 **Interior** 8
Bodywork 8
Chassis YS3AD75L6P7005282
Extras

Name P A Warrington **Area** Cheshire
Mem No 019608 **Registered** Aug 1983
Registration A196 PNC **Purchased** Apr 2007
Model 900 GLS **Doors** 3
Ext. Colour Silver **Int. Colour** Blue
Mechanical 8 **Interior** 8
Bodywork 8
Chassis YS3AG32S70214125
Extras Saab minilite wheels only extra to standard

Name Andrew Wilson **Area** Lancs
Mem No 019976 **Registered** -
Registration J931 OBA **Purchased** -
Model 900i SE **Doors** 5
Ext. Colour - **Int. Colour** -
Mechanical 8 **Interior** 7
Bodywork 7
Chassis YS3AC55D5M7004071
Extras -

900REGISTER



The company would have fixed the new fabric for me, particularly in view of the work done to the shell, but it wasn't the easiest thing to transport. Anyway, I was happy to finish what I had started and they were more than happy to provide advice. Their method is to stretch the fabric across the shell then fold back a good section of it. Both surfaces to be tackled are sprayed with adhesive, which is left for a few minutes to go tacky. Most of what comes out of an aerosol is propellant so a good squirt is required. Indeed, a second application onto the foam is a good idea, as it's quite absorbent. Working from the centre, the fabric is pressed into the shell and smoothed into the various contours. Section by section, the whole shell is done. This method utilises the natural stretchiness of the material and avoids creasing and crumpling in the corners.

Three pairs of hands make things much easier and with a friend eager to assist we had the job done in no time. When it came to reassembly, it was immediately noticeable that the shell that went back in was much sturdier than the one that came out. I'm sure the job could be done single-handed, provided the material could be held securely at the edges. I bet a good supply of dressmaking pins would work a treat.

Terry (and Irene) Quinn

Before I go, I have to thank Dave Salt, who spent three years looking after the 900 Register and did a sterling job. I know I always looked forward to reading his section when the 'Driver' landed on my doorstep and I only hope I can provide as much entertainment,

information and knowledge as he did. So thanks Dave – and happy hundering yourself (which reminds me I need to come up with a slogan by next edition...).

And finally, it's confession time. Having owned my 900 for over three years, I still haven't registered it. I know, shameful, and the Trolls of Trollhättan will be looking down on me scornfully as you read this. But never fear, I will register my car next time, and you can read all about it.

Graeme

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RUMBLINGS OF A NEW KID ON THE BLOCK



“WHEN THE 9000 CAME OUT IT WAS A GREAT CHANGE FOR SAAB, FOR A START THE ENGINE WAS EAST-WEST RATHER THAN NORTH-SOUTH SO BANG WENT THE 20-MINUTE CLUTCH CHANGE!”

You can probably gather that I do like a drink or two, hence the fact that I have volunteered to take on the 9000 Register! I apologise for the non appearance of the 9000 register article in the January/February edition of Saab 'Driver', this was due to circumstances beyond my control.

As Dave Garnett explained in a previous Saab 'Driver', I came across our 9000 literally by accident! Having owned one of the original 'Series 1' I found the 'Series 2' to be a totally different car, the main changes being that the first one did not have a stuffer box on it (turbocharger to you) and no air conditioning. When the 9000 came out it was a great change for Saab, for a start the engine was east-west rather than north-south so bang went the 20-minute clutch change! I still get in the car with the ignition key in my left hand, but my son has a two-year-old 9-3 diesel and although the ignition switch is by the gear lever, it now, locks the steering. I do not understand this as I would have thought that the GM bean counters would have stopped this, they have cut back on standard equipment such as heated seats and headlamp wash/wipe.

However, let us get back to 9000s, as Dave stated our 'new' car needed a lot of TLC. For a start one of the rear door lights was broken, light and fuse replaced and lo and behold the central door locking now worked as well. In doing this the battery had to be disconnected, re-connect and the alarm went off, it was so quiet that I had to borrow a hearing aid to listen for it. Removed alarm and modified wiring so that the car would start. The tyres were Chinese and very noisy, replaced with P6000. These now need replacing due to the engine mods shoving out about 200bhp and eating Golf GTis.

Our 9000CSE was produced with a low pressure turbo and no intercooler. I thought

about fitting one but cost ruled it out. Fate works in a peculiar way for the radiator started to weep, I had heard that there was a 9000 at a local breaker; I came away with all four radiators for £180! The exchange water rad is £150! The intercooler made a great deal of difference but the exhaust flexible joint cried enough. Over the years I have found that a stainless system takes a lot of beating. One of my motor cycles has had a stainless system on for the last 15 years and 90,000 miles. I saw an advertisement in Saab 'Driver' for a stainless system by Abbotts. Their base is about twenty miles from home so off I trot. One problem, it had not been made yet! About two weeks later I went and had one fitted, being the first production model it had to be tailored to fit. The engine certainly revved more easily, so some fool suggested that an ECU upgrade be applied, now I know what torque-steer is. These modifications have made me realise what a good car Saab made in the 9000, this was definitely the last of the 'proper' Saabs designed by them. However, in order for the company to survive it had to team up with somebody, and the latest products are getting to be as good as the old cars.

We have a number of boy racers in this area with the small Citroëns, Fiestas, and Renaults, etc. These are usually fitted with noisy big bore silencers and elastic bands for tyres. When the 9000 was first converted these youngsters gave me looks that suggested he's 'all mouth and no trousers'. Now its 'wotcha got under the bonnet mate, is it nitrous?' Yes I am a 66-year-old hooligan, you have not seen my motor cycles!

At the beginning of November there was a noise coming from the engine compartment, I turned up the radio but it got louder, the noise was traced to the water pump. It was Saturday morning, and I was supposed to be trailing one of my son's motorcycles down to Gosport. A trip to GSF provided a new pump. The old 900 had a pump that was easy to get at, being stuck up in a nice accessible place. Not so on the 9000, for those who don't know the pump is situated astern of the turbo and underneath the air con compressor, but we were not deterred, the other half of the 'we' is my son, Richard. After many interesting naval phrases, Richard is a Mechanical Engineer in the Royal Navy, the pump was fitted. Off we went to Gosport, over the Dartford crossing then the warning 'check coolant level' came up. Back home on the back of a lorry.

The car was taken to Abbotts, it turned out that when we fitted the new pump we improperly fitted an O ring. While it was there they sorted out the air con, the compressor had gone intermittent. A second-hand compressor sorted that one out.

A common fault with the 9000 is the leaking windscreen, this must be done soon, and this is the only real major job to be undertaken. Oh! and the rear callipers need replacing, I have not examined the front ones yet! Also there are a few TLC jobs still to be attacked.

Now that I have recounted the things that have happened to me and our 9000 do not be afraid of putting your experiences of the breed into print, after all is said and done one learns how to keep these almost excellent machines on the road by communicating with other Club Members. The new forum will be a good place for sorting out problems but there is no substitute for writing an article on how your 9000 was restored/repared in either six days or six years.

As a kick-off to the above, has anybody any experience concerning the upgrading of the headlights on the later 9000 'thin' headlights? I am asking this because one of our Members has asked me and about the same time one of the staff members of *Practical Classics* stated that he was going to fit the high voltage system to an old 900. The problem is that if the headlamp glasses and/or headlamps are changed does this invalidate the Type Approval regulations? MOT depots will not rule on the matter until someone who has the guts tries it on. These regs are a pain in the turbo, at one stage the Brussels autocrats suggested that replacement tyres on motor-cycles could only be those approved by the bike manufacturer, this proposal is only on the back burner!

One final point. We now have a Board Member responsible for the Registers and as I am new to the job we will be overhauling the 9000 Register. This will probably mean that, at a later date, I will be appealing for information from you in order to make sure that the Register is up to date.

John Crook

All correspondence to:

JOHN CROOK
57 Brett Green, Upper Layham
Ipswich, Suffolk IP7 5LX
Telephone: 01473 827557
E-mail johnthecrook@btinternet.com

“THE OLD 900 HAD A PUMP THAT WAS EASY TO GET AT, BEING STUCK UP IN A NICE ACCESSIBLE PLACE. NOT SO ON THE 9000, FOR THOSE WHO DON'T KNOW THE PUMP IS SITUATED ASTERN OF THE TURBO AND UNDERNEATH THE AIR CON COMPRESSOR...”



THE NEW SAAB 9-3 TTID

"The reason it's so powerful is the reason it's so economical", claim Saab. A very bold statement and I am not one to disagree. The new 9-3, featuring twin turbochargers produces a staggering 180bhp at 4000rpm and an even more impressive 400Nm (approximately 295ft lb) of torque between 1850 and 2750 rpm. This is achieved by way of one small and one large turbocharger. The first turbo supports acceleration up to 1850rpm and then the second turbo works in tandem with the first up to 2750rpm producing the huge amount of torque. After this, the second unit takes sole charge until the redline has been hit. Maximum boost pressure is set at 1.8 bar (26 psi) and contributes to excellent acceleration figures.

0-60mph will be over in eight seconds as will 50-70mph in 6.3 seconds* (5th gear) and returning good miles per gallon figures. Official figures suggest an urban figure of 37.7, extra urban at 62.8 and a combined cycle of 50.4. For a car so powerful, fuel consumption is exceptional.

Currently available in Aero trim only, prices start at £26,470.

*All figures relate to the 9-3 saloon with manual transmission.

Postbag

Quite a lot has been happening since the last edition of 'Driver'. My letterbox needs a rest as the amount of post received has worn out its hinges!

Giles Heimann (19884) has written in since he registered his 9-3 with us in the last edition of 'Driver'. Giles writes:

"I had never considered a Saab before, but on a whim decided to visit my local garage to have a look. I immediately loved the look, size and

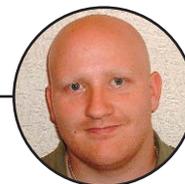
solidity of the 9-5 and having taken it for a test drive, decided that it was definitely the car for me. The wooden dash, incredibly comfortable seats and well-designed cabin were an attraction and I remember feeling surprised, despite the size of the car, how well the 2.0 LPT engine pulled. My first Saab was purchased.

"After several months, and enjoyment driving the car, I read an article about Hirsch Performance and started making some enquiries. At that time the only Saab Centre offering the upgrades near me was in Reading and after some lengthy discussions, the car was booked in for the Hirsch upgrades. The increase in performance was immediately noticeable and furthered my enjoyment of the 9-5 even more.

"Having kept the 9-5 for almost three years, and the summer sun beating down at its full power (well as much as can be expected in England!) I started hankering after the wind in the hair feeling of a convertible again. I had seen some reports on the pop up roll bar systems in modern cars and decided that they would be pretty safe if the unthinkable ever happened again. So off I toddled down to my local, trusty Saab dealer (Southampton Saab) to have a look at a 9-3 convertible.

"One test drive later, the deal was done. I traded in my 9-5 for the 9-3 Vector Convertible with the 1.9 LPT engine (although badged 1.8t – I never quite understood that).

"What a great car, stylish, fantastic powered hood, comfortable, reasonably roomy boot – even with the lid down and great fun to drive. It was one of the first 'new style' Saab convertibles in our area and attracted a lot interest and admiring glances. Nothing beats a lovely summer's day with the roof down, your wife by your side going off



All correspondence to:

SCOTT MCGREGGOR

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Telephone: 0191 3855251
(please leave a message if there is no answer, thanks!)

E-mail: 9-3@saabclub.co.uk

into the countryside for a nice lunch! For two and a half years I enjoyed the Vector, but again those little bells were starting to ring...

"What finally prompted me was my wife, taking delivery of a new Mercedes C-class, and I've got to say it, a lovely car, particularly for the amount of travelling my wife does. I was immediately impressed with the smooth power delivery in again a big car and I started hankering after the higher performance engines that I had driven of old...

"Southampton Saab beckoned and anyway the Vector was due for a service...

"I had already decided that I was interested in the Aero derivative of the 9-3 Convertible and, performance in mind, was fairly sure that the 2.8 V6 was what I was hankering after. Unfortunately, the dealership did not have a model of this type to test drive – what they did have was a 2.8 V6 estate that had been Hirsched. Having taken this for a drive, the seed was sown. I definitely wanted the Aero 2.8 Convertible, but I also wanted to have it tweaked by Hirsch. I immediately ordered the car, doing a part exchange on the Vector and studied the Hirsch upgrade options with great interest, phoning later that day and ordering the ECU upgrade. One thing led to another and having decided on the engine upgrade also decided that with the increased power, lowered Hirsch springs would make sense for improved handling, of course if the car was going to accelerate rapidly, then it also made sense for it to brake rapidly as well, and to accommodate those bigger brakes, larger wheels were of course required. So Hirsch engine upgrade, Hirsch springs, Hirsch brakes, Hirsch wheels – I was like a small kid in a candy shop!

"Having gone this far, it soon dawned on me that I might as well go for the 'full works' (after some intense study of my finances as well!). The Hirsch stainless exhaust system was ordered together with the nice little tweaks in the cabin, Hirsch pedals, the new style leather/carbon fibre dash and the leather trim to the door handles brake lever and smart slot system. That was it, all I had to do now as sit back and wait.

"The day finally dawned to pick the new car up and I sat in the dealership with bated breath, having handed over a cheque and the keys to the Vector. The car was driven into the showroom for me and boy was I chuffed! The car itself before the Hirsch add-ons is a stunning looking car anyway, but with the stainless exhaust system and wheels etc – fantastic. The rumble from the exhausts was terrific and I knew that I had just paid for a car that I was going to get huge pleasure from driving.

"Anyway, that was several months ago now and I have not been let down in any regard. The performance of this car is just phenomenal, acceleration – fantastic, whine of the turbo – great, cruising effortless, comfortable, excellent handling, I could go on. The leather trim on the dash, doors and brake lever is elegant and adds a touch of class to the already well-designed cabin. All I can say is that if anyone is considering whether or not the Hirsch add-ons are worth the money – stop thinking – just do it, you won't regret it, I guarantee, they turn a great machine into a truly fantastic one... the smile doesn't fade! The photo opposite just don't do any justice to what a truly enjoyable car this is to own and to drive. The only problem is keeping that foot off the accelerator to preserve my clean licence and for someone who also rides performance bikes as a hobby, that's easier said than done!

"Scott, you said you may pop down for a spin round the block... you're certainly welcome, but be warned... you'll want one!"

Scott

NEW REGISTRATIONS

Not only can you register your 9-3 via post, you can also register you 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.

As I had not anticipated previous registrations taking up so much room in the last 'Driver', I have reverted back to the original style. This will ensure I can fit them all in!

Name	Mem No.	Area	Year	Model
Chris Bentley	19999	Stoke-on-Trent	2007	9-3 Vector Sport in Nocturne Blue
M Hulse	19967	Rutland	2000	9-3 2.2 TiD in Metallic Silver
Ken Gouge	(unknown)	Castle Douglas	2000	9-3 Turbo SE Convertible in Metallic Green
Wendy Jones	(unknown)	Taunton	2006	9-3 Aero in Grey
Charles Rattrie	19951	Sutherland	2006	9-3 Aero V6 in Jet Black with a Hirsch ECU upgrade to 275bhp
Edward Dodd	19946	Kempsford	2006	9-3 Aero Convertible in Blue
Barry Hall	7468	Tonypandy	2006	9-3 Aero 2.8 V6 in Jet Black
Ed Rowlands	19989	Wrexham	2003	9-3 Linear 2.2 TiD in Blue
John Peaty	12202		2006	9-3 SportWagon Vector 1.8t in Parchment Silver
Alan Hunter	19994	Sunderland	1999	9-3 SE Convertible in Cosmic Blue

9-5 REGISTER



ANOTHER SAAB NUT!

John Howard Membership number 18888 writes:

"The 9-5s in my life. I recall thinking that 1960's Saabs were distinctly odd and I didn't like them, but the years bring maturity of thinking, at least in some ways!

"First was a 9-5 2litre. It already had 92,000 on the clock, but it offered fast comfortable driving and a huge boot space, ideal for a self-employed rep. like me.

"Well, nearly, because as many have pointed out, a diesel would have made more sense, but then, why does sense always have to be in the list of considerations?

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

"I understand she has now done over 200,000 miles.

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

"The big pull was that I knew the way my former colleague Brian looked after his cars, so a deal was easily concluded. Again, it offered

comfort and amazingly, the same mpg despite the bigger engine. The depreciation is staggering, why is that, as these cars are great?

"Now the latest is a 2.3litre 'Airflow' with 73,000 miles. This one has some poke! Untuned it goes like, well, you know, that brown stuff off a shovel.

"Leather interior? The jury is out on that yet, feels cold in a morning!

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

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

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

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

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

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

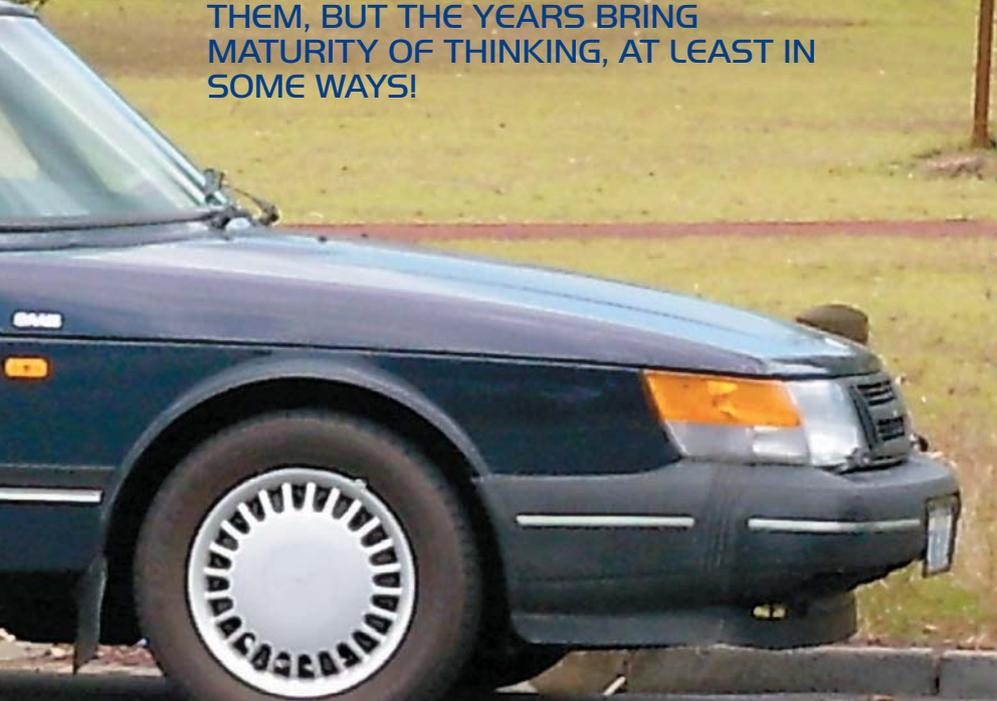
"Now I've asked Brian to buy a 9-3 diesel 'sport' (in black) which



All correspondence to:

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The Reddings, Cheltenham GL51 6TY
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"THE 9-55 IN MY LIFE. I RECALL THINKING THAT 1960'S SAABS WERE DISTINCTLY ODD AND I DIDN'T LIKE THEM, BUT THE YEARS BRING MATURITY OF THINKING, AT LEAST IN SOME WAYS!"



with luck I'll get offered in about three years from now!

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

Saabs get Everywhere

At the end of October 2007 my wife and I visited Australia where our eldest son was getting married, visiting both Perth on the west coast and Brisbane on the east coast, they get everywhere, and my wife just cannot resist taking pictures of them. Considering the fact that they are expensive over there, they are fairly numerous and in a lot of cases seem to stand up to their age really well, nice dry climate helps to keep bodywork in good condition. The attached pictures, the 900 picture was taken in Perth and the 9-5 was taken at a place called Maroochydore, which is on the east coast a few miles north of Brisbane.

While over there, sadly we had to drive a different type of vehicle, we could not hire a Saab. We had two, a Ford Falcon and a Ford Territory, like the Ford Explorer, 4-wheel drive. They were passable but not like driving our 9-5, in that respect I was glad to get back to my 9-5.

Trevor

NEW REGISTRATIONS

Ron Hughes (Member 11627) now has his eighth Saab, a 9-5 Aero Auto colour Silver, photo below. His previous Saabs were featured in a previous issue of 'Driver' (January/February 2001).



His comment is that his first impressions are very favourable, ride is a little harder than he is used to but the acceleration is out of this world. He says that he is 86 years old and thinks that it will be his last Saab, providing he can get transport to the club to play squash! I would like to think that when I reach that age I will still be playing squash.

Brian Newbury, Member No 004736-9 has just changed his 2 litre 9-5 SE for a 9-5 Aero with full Hirsch performance upgrade, in Fusion Blue. Says the performance is awesome.

Jim Morley registers his sixteenth Saab, a 1.9TiD Vector Sport Estate. His comment is that he cannot believe how many miles he gets out of a tank of fuel. Still thinks the car that gave him the biggest thrill was his 1978 Turbo and his 900 16T.

Ernest Laverick Member No 019945-11 registers his 9-5 1.9TiD colour Black, his fourth Saab.

CLASSIFIED

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

95

95 Executors' Sale

Canary Yellow, green interior, tax free 'L' Reg. 25,477 miles on the clock. Previously owned for many years by a Saab mechanic. Been garaged for the last four years, but no MOT. Usual cosmetic rust, especially OSR wing, floor pan looks and feels solid, would benefit from a respray. Broken OSR opening and rear windows but spares with car. Clutch and oil pump suspect, used spares with car. Front seats need recovering, replacement fabric included. Opening sunroof, CB radio, clock, tow bar, extra front lights. Engine runs and sounds good. May need a tow away... £300. Tel: 01424 426672 (Hastings, Surrey).

96 V4

96 V4 1973

Recent respray in Red. Rebuilt engine, Weber carb, very smart car. Taxed and tested. Lots of history. Genuine reason for reluctant sale. £1,650 ono. Colin Ellenden Tel: 0191 5372751 Mob: 07817325855 (South Shields).

96 V4 Saloon

1973, Verona Green. Very good condition. Agreed insurance value £3,500. Sensible offers and full information. Geoffrey Walter Tel: 01848 330583 (Dumfries and Galloway).

99

99GL X Plate

1982, 4-door, Silver. SORN no MOT. 81,330 miles. New battery, tyres, exhaust. Body in good condition. Garaged. Ideal restoration project. £300 ono. P Goldstraw Tel: 01704 840583. (Ormskirk).

900

900 Ruby Turbo

1993, Leather, AC SR cruise which all work. Wonderful mechanical and body condition. CD Changer. 153,000 miles. £3,500. Jim Griffiths Tel: 07973 131814.

900 Turbo Classic Ruby

First registered in August 1993. Manual, cruise control, heated seats, half leather upholstery, electric windows, mirrors, roof and washers. Regular use, current MOT. Cosseted and cherished. Service history, superbly maintained. 97,000 miles. New exhaust. Price by negotiation. Frederick Levine Tel: 0141 6388378 e-mail: ffandn@globalnet.co.uk (Glasgow).

Classic 900 T16s

Rare Black, 3-door, tan leather, walnut dash, electric roof/windows/mirrors. Whale tail, alloys, alarm. Many £1,000s spent on upgrading performance to include overhauls on engine/gearbox, Koni adjustable dampers and springs. Uprated discs and pads. Mechanical provenance from major independent Saab Specialist. MOT March 2009. Car in good condition, used daily. Requires headlining hence £3,250 ono. Genuine reason for sale. Ian Hudson Tel: 01242 620722 (Tewkesbury).

Classic 900 S Convertible

1992, 47,800 miles. LHD, Black with taupe leather upholstery. Full specification as Saab Cars USA inc. brochure 1992, eg 2119cc petrol engine, five speed manual gearbox, electric windows/seats, air-conditioning, hot water washers, alarm. (Saab Clarion radio replaced with Pioneer RDS radio/cassette (CD compatible) and rear fog lights fitted by Saab dealer at new). Purchased direct from Sweden, used in Germany and UK, complete with all components as delivered. Original papers and Saab service history. Taxed and MOT. Further details on request. £7,500. J J G Wheeler Tel: 01989 565042 (Ross-on-Wye).

900 SE Turbo

Talladega, Convertible, 1998. Manual, Silver, black leather interior. 75,000 miles. Full service history. MOT and Tax until June 2008. Alarm/immobiliser. Fair condition. Private plate included. £3,750 ono. Stuart Marsh Tel: 01752 516448 (Saltash, Cornwall).

Saab 900i Classic Convertible

H Reg. 16 valve, manual, Red with beige leather interior, alarm, immobiliser, electric mirrors/windows, headlight washers, radio/cassette. Service history and only one owner from new. 238,000 miles, runs well. Please look at our website for photographs, www.jgmotors.co.uk/www.saabspecialist.co.uk £2,000 ONO. Tel: 01484 518118 or 07836624713 for further information. TRADE.

900i 16v

H Reg, Convertible, 158,000 miles. White over grey, new hood since 2003. Well maintained with full service history. Drives well. Taxed to January 2008. Good condition. £1,900 ono. Philippa Usher Tel: 0161 4480262 Mob: 07803009278 (Manchester).

9000



9000 Carlsson

16v Turbo, 204bhp, 1989, Black. All original, very good condition. New clutch (Saab), clutch slave and master cylinders. Full service. New brakes all round, new tyres. Needs headlining and front bumper respray (car park scratch). 10 months MOT, 4 months Tax. CD/MP3 player, electric everything! Rare tow bar. £1,800 ono. Christopher Jobson Tel: 07825 868913 (Shropshire).

Wanted

Enthusiast in New Zealand

V4 aluminium football wheels, also mounting bolts and centre caps. Details of price and condition to Tel: 01424 713927 (4.00pm-7.00pm) (Hastings).

Bits & Pieces

900 T16 Engine

Breaking rebuilt blue printed, gearbox fitted with Abbott charge cooler. Stainless Steel Exhaust system. The car has had an accident but these parts are fine. 30,000 miles only, would consider offers on parts on car. Adam Davison Tel: 01732 824465 (Megsham).

Misc

Oil Leaking from Distributor

Oil seal replaced by SOC Member for Saab 900 (1984-1993) BOSCH Part No 0237-501010 and 900 (1993-1998) Part No 0237-520054. Repairs from £25 including P&P. Allen Timms Tel: 01208 72429 or e-mail: al@timms789.fsnet.co.uk (Bodmin, Cornwall).

Holiday Lets

Algarve Luxury Apartment

Sleeps 6. Sea views, pool, fully equipped, dishwasher, washing machine, satellite TV, BBQ, two bathrooms. Walking distance to beaches and walled town of Lagos. Three top golf courses nearby. Eric Alexander Tel: 01277 623846 or e-mail: alexander.algarve@aol.com

Nerja - Spain

Three privately-owned properties. Two or three bedroom villas and one bedroom apartment. See my website for details www.fly2thesun.info e-mail: flysun4u@yahoo.co.uk Tel: 01606 853964 (Cheshire).

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With an online menu encapsulating flavours both global and local, you will find a taste sensation to please all, young and old, and if choosing your own theme is too daunting a prospect, Butler and Company have very kindly provided a Hamper Menu from which you can choose a pre-prepared wicker delight.

Ensure that your picnic is prepared by the Butler, and your day is sure to be a winning formula. Butler and Company – info@butlerandcompany.co.uk

www.butlerandcompany.co.uk



We have one Butler and Company hamper to give away to one lucky reader – worth £39.95. To enter, simply answer the following question and post or fax back – please see the details below:

Where are Butler and Company based?

A:

Name: _____ SOC Membership No: _____

Address _____

Postcode: _____ Tel _____

Please post e-mail or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.
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Entries close 1st April 2008. The winner will be the first correct entry drawn at random.

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Saab 93



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Official Govnt. Environmental test data for Saab 9-3 Saloon range - Fuel Consumption in mpg (litres/100km): Urban Cycle 16.7-39.2 (7.2-16.9), Extra urban 39.2-64.2 (4.4-7.2), Combined 26.2-52.3 (5.4-10.8). CO₂ Emissions in g/km: 147-259. Model shown is Saloon Aero 1.9TTiD OTR £26,470 plus optional ALU73 18" 10 spoke alloy wheels at £800.