

MAY/JUNE ISSUE 3 2008 £5.00

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE
SAAB NEWS
Geneva Show
'DRIVER'
Questionnaire

THE NATIONAL 2008
Lancashire Legends

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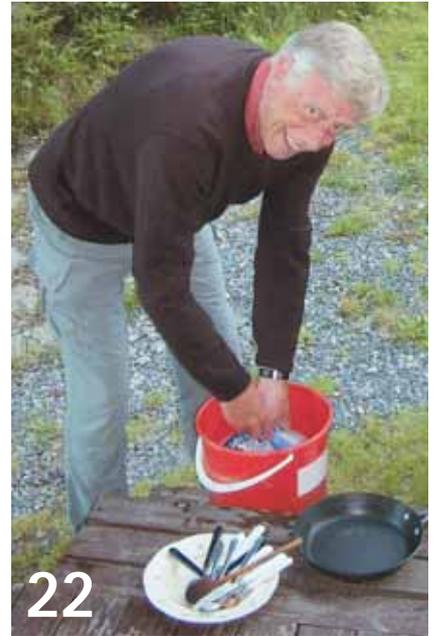
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FRONT COVER: Graeme Sharp's Saab 96 2 stroke, on the 'Peking to Paris' rally.

Please state your Membership number in all correspondence

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Official Government Environmental Test Data. Fuel consumption figures mpg (litres/100km) and CO₂ emissions (g/km). New Saab 9-3 Vector Sport Convertible 2.0t BioPower (200PS) Manual: Urban 23.9 (11.8), Extra Urban 42.8 (6.6), Combined 33.2 (8.5). CO₂ emissions 203g/km.

Saab PCP finance by GMAC UK plc, Wesley House, 19 Chapel Street, Luton LU1 2SE, subject to status, terms and conditions. Applicants must be aged 18 years or over. Offers are available for registrations and orders placed between 01/04/08 and 30/06/08 and are subject to availability. Finance available to private individuals and small businesses 1-24 (purchase only) and all other sales categories are excluded. Offers may not apply to all retailer stocks and may not be used in conjunction with any other offer, UK supplied vehicles only. Comparison between New Saab 9-3 1.8t BioPower and petrol engines. Saab BioPower cars use a flex-fuel engine, which can run on bioethanol E85 (85% bioethanol, 15% petrol), petrol or any mixture of the two. When running on E85 engine power output is increased by 17%. Saab estimates fuel consumption on bioethanol E85 to be approximately 30% higher than when running on petrol when tested according to the EU cycle. Model shown is New Saab 9-3 Convertible Vector Sport 2.0t BioPower at £30,370.00 OTR plus metallic paint at £500.

Turns heads.



The New Saab 9-3 Convertible is the first to offer the option of BioPower. Running on bioethanol E85, it emits only 30% of the CO₂ produced by a conventional petrol engine, whilst Saab ingenuity lets you enjoy a 17% boost in power. An iconic, flex-fuel convertible, with genuine room for 4 adults. Who said driving with a cleaner conscience had to be dull?

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Please quote your Membership number on ALL correspondence

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

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

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

July/August 2008 ISSUE: 23rd May 2008

September/October 2008 ISSUE: 18th July 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
E-mail: kjsadvertising@btinternet.com

CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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STEERING WHEEL



It must be spring, some trees are in blossom, the daffodils are swaying gently around and my neighbour has got his classic vehicle out from his garage. The vehicle in question is a 1963 Commer Cob – the van version of the Hillman Huskey. Following a six-year restoration and hunt for spares, this little beauty looks great and runs sweetly. No doubt many of you own classic Saabs and have taken them from winter hibernation to get them ready for the season's events. I was hoping my long-term restoration of the 92b would be finished this year but... well, that's another story!

With Club events underway I am looking forward to The Peaks and Dales tour, especially the Peak Rail steam railway visit. Steam engines, possibly Two-Stroke Saabs and definitely good company – what could be better?

The National 'Lancashire Legends' weekend is taking shape and will be a one-day event on Saturday, 26 July. An early evening BBQ has been arranged so that Members attending for the day can stay, round off a relaxed and friendly day and join those who are camping/caravanning on site or staying at the adjoining hotel. We are always looking for volunteers to help at Club events, especially the National, so if you would like to get involved contact me or any of the Directors as listed on the previous page.

On the subject of volunteers, all the Directors are in this

category and give their time freely to run the Club. Not too many people volunteer for these positions. It is a three-year commitment with responsibilities. If you would like to know what is involved in being a Director of the Club please contact me or the Company Secretary.

Mypac, who design and produce the 'Driver', has included a 'Driver Magazine' questionnaire insert in this edition. Your views and opinions are very important so that the magazine can continue to develop. Please find the time to complete the survey and return completed forms in the freepost envelope. Who knows, you may win one of the 'prizes' for taking part.

The creation of a 'Members Only' website is taking a little longer than expected, but please be patient as the end result will be worth the wait. The new events diary on the website is already working well with many local Groups taking advantage to advertise their events. To ensure your Group events are known to all Members contact Directors Toby Field or Ellie Wilson. Ellie has also taken on the responsibility of organising the Classic Car Show to be held at the NEC Birmingham in November. This is the 'showcase' event for all car clubs and we wish him every success in this role.

I look forward to seeing you at an event. Safe driving

Peter Turner
Chairman

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RMIF Guide

The MOT Test

FOR MOTORISTS, THE LETTERS 'MOT' SPELL DREAD, BUT THERE IS NOTHING TO FEAR.

Stephen Coles, Regional Manager for the Retail Motor Industry Federation (RMIF), knows how motorists feel about the MOT test: "Every motorist dreads the date their car has to go in for its annual MOT test, however, there is no reason to fear the test if your car is prepared. The MOT test is actually a very reassuring way to get your car checked over by an expert and to make sure it is safe for you to drive and also meets legal requirements."

The MOT test has been designed to be as customer friendly as possible. Every tester will have a viewing area by the test bay to provide motorists with the opportunity to watch the test taking place.

The MOT test exists for the protection of all motorists, and is the only statutory test for safety and environmental legislation. All vehicles aged three years and older need to be taken in for an annual MOT test. The MOT test includes an emissions output monitor to ensure that cars are not polluting our air excessively.

According to Coles, there is much that the motorist can do to help their car through the MOT. He said: "A car can fail the test on seemingly trivial things, so a quick once over could enable motorists to find out if their car is likely to pass the MOT or not. A few moments forethought could mean the difference between your car sailing through, and a nasty shock where the garage calls with a long list of problems that need to be fixed. There is little point taking in a car with obvious faults, because it will simply waste your time and money."

Areas for attention include:

- if you are driving to the garage without a current valid MOT certificate, ensure that the garage has taken note of your registration number so that if challenged, you can prove that it is in the process of being tested.
- take your V5C document with you, as the tester may require information from this in certain circumstances. Your car can be tested up to one calendar month before it is due and you will not lose any time if you do this.
- make sure seats are locked in the upright position.
- seatbelts should be clearly visible and not frayed.
- make sure the boot is uncluttered and does not hinder the tester in any way, as the tester may refuse to test the car if the boot is full.

- make sure the underside of the car is not caked with mud or dirt, as the tester can refuse to test excessively dirty vehicles.
- check your lights are in good working order, clean and not damaged.
- tyre tread depth should be at least 1.6 mm across the central three-quarters of the breadth of the tread around the entire circumference.
- cracked or damaged number plates can result in a fail in certain circumstances.

According to Coles, to help a car pass the MOT, motorists should make regular inspections all year round: "Regular inspections will help you maintain your vehicles for your own safety and that of other road users."

However, Coles believes that the best way to help a car to pass the MOT is for it to be properly serviced by a RMIF member garage. "There are many elements covered by the MOT test, and the motorist needs the help of professionals to help highlight possible problem areas."

To find a reliable MOT testing station and garage, motorists should look to the RMIF. "An RMIF member will be able to advise you on the type of service you need, and will be able to point out potential problem areas before they arise, or become serious."

He continues: "Whether you want to buy or sell a new or used car or motorcycle, service or repair your existing vehicle, find an auction house, or a cherished number plate dealer, the RMIF will be able to help you."

"If you have a complaint against an RMIF member garage in relation to a car no longer covered by a manufacturer warranty, the RMIF's National Conciliation Service should be able to help the consumer get redress, if the problem cannot be solved in direct consultation with that member."

To find your nearest RMIF member, visit www.rmif.co.uk and click on the 'find a service' function, or call the RMIF Consumer Motorline – 08457 58 53 50.

"The MOT ensures a smooth-running car, which can only make motoring more enjoyable, safer, and definitely cleaner," summed up Coles.

SAAB NEWS

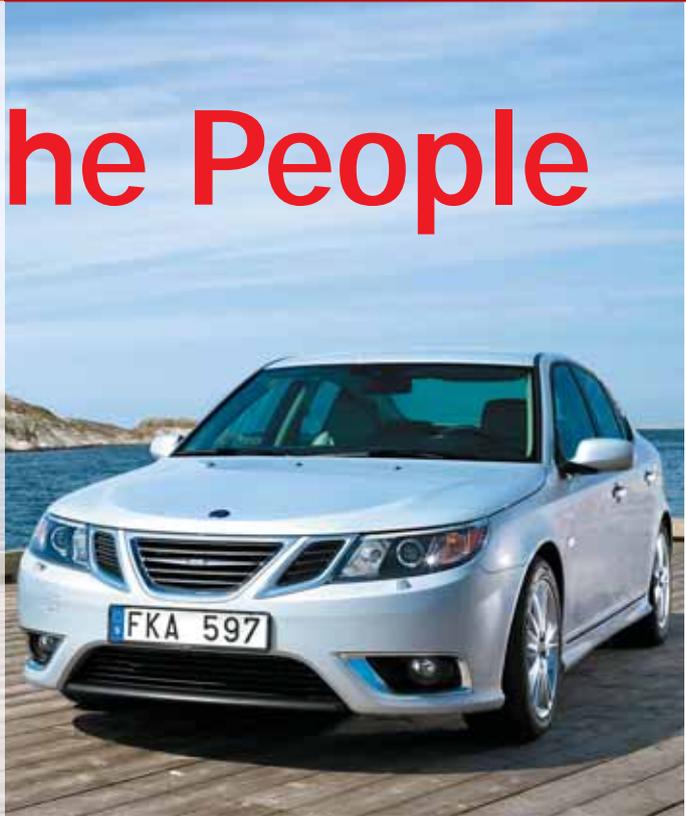
Saab brings **Power to the People**

Saab has announced that its 1.9 TTiD engine is now available in all 9-3 Vector Sport variants, bringing this revolutionary technology into a completely new price range. Previously only available in the flagship Aero model, prices will start from just £25,315 for the Vector Sport variant.

The Saab TTiD engine produces 180hp (132kW) and 400Nm of maximum torque, specific power outputs that are unmatched among competitor products on the market. With a combined fuel consumption of 50.4mpg for the Saloon, and an exceptionally low CO₂ emissions rate of just 149g/km, this engine offers class-leading economy, together with in-gear performance on a par with the 2.8V6 turbo petrol engine.

David Pugh of Saab Great Britain, said: "The addition of the TTiD engine to our Vector Sport model means that we can offer top level diesel performance with superb fuel efficiency in a greater number of our cars – this really is putting technology in a price range that has never been seen before."

For more information on the TTiD engine, visit www.saab.co.uk



Government Turns Back On Biofuels

In response to the Chancellor's announcement that the fuel duty rebate for biofuels will expire from 2010 Jonathan Nash, Managing Director of Saab Great Britain, 'fears that the Government has turned its back on biofuels'.

"I am deeply disappointed that the Chancellor has announced the removal of the fuel duty rebate for biofuels from 2010. The lack of long-term consumer incentives for the use of high blend biofuels is a clear indication of the Government turning its back on this technology.

"Although the Chancellor has stated he will encourage the development of sustainable biofuels by increasing the buy-out price for suppliers under the Renewable Transport Fuels Obligation, we are fearful that this will do nothing to encourage the use of E85 and could drive up the cost of eco-friendly bioethanol E85 at the pump for the consumer.

"The UK continues to fall behind other European countries where a more generous package of incentives is encouraging consumers and fuel providers to embrace this exciting technology right now, and reduce the environmental impact of their new car purchase."



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GENEVA CONCEPTS

Saab is a brand on the move, displaying two concept cars at this year's show as part of a commitment to expand its product portfolio by entering all major segments of the car market. Both concepts share distinctive Scandinavian styling themes and feature further developments in the right sizing appeal of turbocharging with Saab BioPower.

Saab 9-X BioHybrid: An expressive vision of what a future compact car from Saab could look like, the Saab 9-X BioHybrid majors on progressive design, efficient performance and 'high-tech' features that appeal to typically youthful buyers.

Saab 9-4X BioPower: Signalling Saab's intention to enter the global Crossover vehicle segment, the Saab 9-4X BioPower Concept is designed to appeal to customers with outdoor leisure interests who seek a sporty driving experience that is at one with nature.

Saab is increasing its leadership of Europe's emerging flex-fuel car segment, posting a near 50% annual increase in BioPower sales last year. Saab now offers BioPower variants for all its core models sold in Europe.

First customer deliveries of Saab 9-3 Aero and Turbo X models with Saab's segment leading all-wheel drive system, Saab XWD, began at the end of March.

Interview with Jan Åke Jonsson

In showing two concept cars, the 9-X BioHybrid and 9-4X BioPower, Saab is preparing for an unprecedented level of product development, says Jan Åke Jonsson, Saab Automobile's Managing Director.

The 9-X BioHybrid is a vision of what a future premium

compact car from Saab could look like; while the 9-4X BioPower is a statement of Saab's intent to enter the growing Crossover segment. Together, they are evidence of Saab's plan to enter all major segments of the car market.

"The Saab brand is on the move," says Jonsson. "The 9-X BioHybrid shows what we could bring to compact car design in a number of areas, such as progressive design, driver focus and efficient performance. It also shows that we are determined to grow the brand by expanding our product portfolio.

"The 9-X BioHybrid is a visionary design, looking ahead to where we could be. We are showing it alongside our Crossover concept, which is closer to going on sale. The global Crossover segment has trebled in the last seven years, but we have not been able to offer customers a Saab alternative. That will now change and the same will apply to other growing segments where we see potential for our brand."

In the last five years alone, Saab has launched four new models and now shown six concept cars, including the award-winning Aero X Coupé. It has also introduced industry-leading BioPower flex-fuel models and advanced all-wheel drive technology (Saab XWD).

"While we have come a long way in the last five years, I can say the next five years will see the rate of product development accelerate", adds Jonsson. "Our target is to have the Saab brand represented in all major segments of the market, and to do that we anticipate rolling out new products at a rate never seen before from Saab."

Jonsson points out that each new Saab product, like the upcoming Crossover vehicle, will draw inspiration from the

Saab 9-4X BioPower



brand's strong Scandinavian roots in the areas of progressive design, driver focus and responsible performance with concern for the environment.

The Saab Brand Centre in Sweden is playing an important role. A cross-functional group of designers, engineers and marketers, they are custodians of the Saab 'genes', tasked with nurturing and developing all the qualities that go into making a Saab a Saab.

Their responsibilities range from developing future product proposals to ensuring consistent brand communication on a global basis. In on-going product development work, brand centre teams liaise with GM colleagues around the world, leveraging the group's huge technology and engineering resources for potential Saab applications.

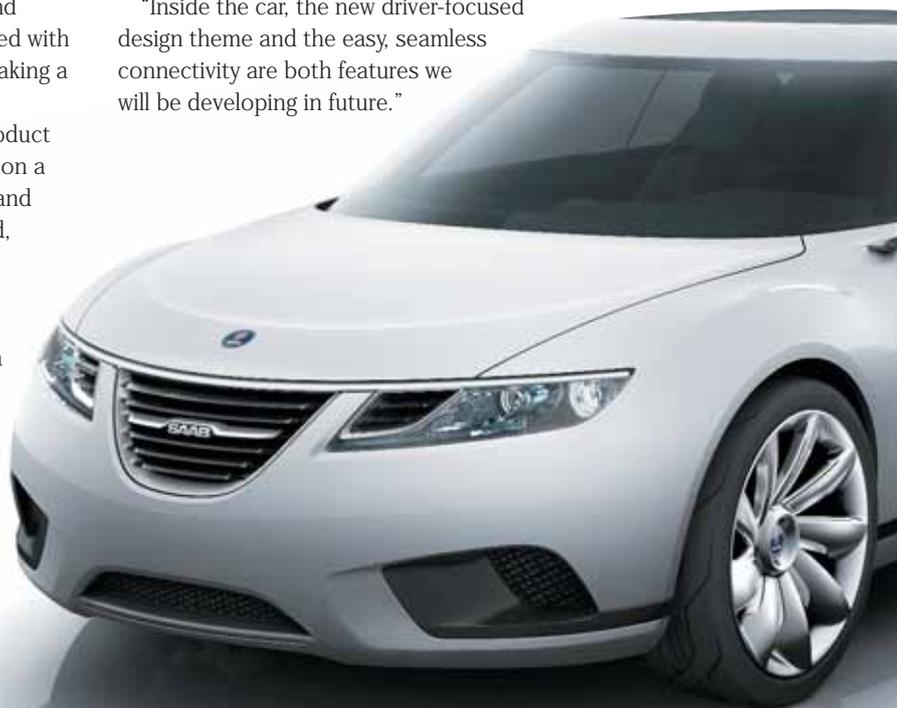
The Saab Brand Center also works closely with GME's European Design Center in Rüsselsheim, Germany. It is a unique organisation within GM's global structure, with a unique way of working.

"Our brand values have never been more relevant than they are today," adds Jonsson. "Customers increasingly want premium vehicles that meet their particular lifestyle needs which are also sporty and environmentally responsible. It is our intention to offer them products from Saab as a fresh and distinctive alternative choice."

The 9-X BioHybrid has been created by a team under Anthony Lo, Director of Advanced Design at General Motors Europe, working in co-operation with the Saab Brand Center in Sweden.

"This car is about efficiency in design and performance," he says. "We have taken exterior themes from our previous concept work, such as the clean surfaces and lighting treatments, and tuned them for a compact format.

"Inside the car, the new driver-focused design theme and the easy, seamless connectivity are both features we will be developing in future."



Saab 9-X BioHybrid

NOTICEBOARD



The Twelfth Lakeland Gathering 2008

Camping and Spares Weekend 20-22 June

Cumbria Group is hosting the twelfth Lakeland Gathering at the Cockermouth Rugby Club. Come and enjoy all the attractions of the Lake District in the good company of fellow Saab enthusiasts.

Change of Venue

As Keswick Club were not willing to have dogs as well as Saabs, it has been decided to hold this year's Gathering at the Cockermouth Rugby Club. We will have the use of a club house during the evenings, and access to the shower and toilet facilities. There is no need to book in advance and at £6.50 per unit per night you would struggle to find better value. Day visitors are also very welcome.

Apart from the change of venue, and yes there is a stunning view from the site, the event will follow the successful format of previous years. The location will be signed with directional Saab signs, from the Lakeland Sheep and Wool Centre roundabout on the A66.

Should you require any further information please feel free to contact the Cumbria Group Secretary - Robert Morley on 01900 67926 or Derek Best, on 01900 814317 or by e-mail derek@saabmail.co.uk Hope to see you there.

Draft Programme

Friday

20.00hrs - Social Gathering in the Club House

Saturday

Spares Market, visits as per noticeboard. Events in Cockermouth Carnival - a procession of carnival floats and fancy dress characters round town ending in Memorial Gardens with stalls and entertainment; and an annual festival of art, theatre, music, exhibitions, demonstrations, children's shows and story-telling.

14.00hrs - Boules and Games on the field

18.00hrs - Barbeque should be ready so you can cook your own food

20.00hrs - Quiz and Charity Auction in the Club House

(please bring all your loose change)

Sunday

10.00hrs - Car beauty contest

11.00hrs - Coffee morning, raffle and prize giving



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.

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Tel: 01684 310280

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

'Le Tour' 'Classic Le Mans'

Friday 13 June – Sunday 15 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

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.

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



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

This offer is for car clubs only,
that pre-book their tickets on our Hotline
01707 273999 – extension 277

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.

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

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

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



A turn for the worst

Have you ever found yourself braking in a bend simply because it was sharper than you originally thought?

If you have, then have a think about how you actually go about assessing the severity of bends. If you get it wrong, the consequences are potentially very serious, particularly on rural roads, which still dominate crash statistics.

And it is not just young, inexperienced drivers who get 'caught out' by bends. It is here that, in the jargon, most 'single vehicle accidents' take place.

There are a number of clues we can take from the environment to help us.

The most obvious are the road signs and markings. There are other less obvious ones: the line of the trees, hedges, buildings, street lights or telegraph poles (although remember that sometimes telegraph poles run through fields, so don't follow them!).

The actual width of the road can be a factor: the narrower it is, the less space you have to manoeuvre. Skid marks on the road are an indication of past mistakes.

The position and speed of other traffic can also provide you with valuable information.

Another particularly useful way of assessing a bend is to use the 'limit point analysis'. The limit point is the furthest point which you can see, i.e. where the left and right-hand sides of the road meet. To use this technique, first make sure that you can stop before you get to it, then simply ask yourself: is it getting further away? If it is and you can see further ahead, then your speed should be fine. On the other hand if it is getting closer, then you could continue to reduce speed until the limit point begins to move with you and your view opens up again.

This technique takes a bit of practice but it will help you to link your speed with your range of vision and allow you to stop in the distance seen to be clear. And on roads where you can't see through the bends, it gives you a reliable and practical solution to a difficult judgement problem.

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Chris Nutt



Now a 'Shortnose'?

I enjoyed Alan Lawley's contribution – I always thought I owned a Bullnose now I own a Shortnose. Interestingly I also own a radiator from a Morris Bullnose. Maybe I should try and graft it on?

Pictured above is my almost completed car. It is to be ready for Circuit of Ireland Rally on Easter Weekend.

Chris Nutt

Or is it a 'Flatnose'?

I was interested to see the article by Alan Lawley in the March/April 'Driver' on the differences between the terms 'Roundnose and Bullnose' but I would like to make a couple of small corrections.

The two vehicles that Morris produced between 1913 and 1926 to which people now refer to as a 'Bullnose' were the Oxford and Cowley models. After 1926 a flat fronted radiator was introduced on both models, these are now unsurprisingly referred to as 'Flatnose' Morris.

Although both terms came into usage during the 1930s, Morris never marketed the cars by either of the two names.

The other correction I would like to make is that Morris has never been known as the Morris Car Company. William Morris, later Lord Nuffield first started producing cars under the name WRM Motors Ltd, this later became Morris Motors Limited.

Mike

Green F and H

I own two Saab 900s Classics. My first car I had from new and is H reg, it has now done 268,000 miles, and is now undergoing a complete re-spray and complete overhaul. My other Saab 900 Classic is F reg and has done about 18,000 miles. This car I bought to drive whilst my H reg was being done.

I run a courier company and use them both for long and short journeys. I was going to get rid of the F reg when my H reg comes back, but I will use my H reg for weekend and holidays and use the F reg for work.

I have just read your article about older cars being more green. My wife could not believe that you put this in your magazine. It is something I have been saying for many years now. I will not buy any new cars now because:

(a) No cars built after the Saab 900 Classic stopped production can even begin to get any where near the safety of

the older Saab. ABS is a very dangerous item to have on cars. I am fed up with having ABS cars using me to stop! Good job I have bumpers that can take an impact of up to 40mph without damage. My H reg has had many cars hit me, good brakes on my Saabs, and I still haven't been to insurance.

(b) Why should I have to scrap a car that is perfectly road-worthy and has already cost a lot of CO₂ to build, only to have more resources and CO₂ pushed into the atmosphere for a another new car?

My H reg is already using LPG and it has done over 15,000 miles on it. And if I have to look at lowering my emissions I will put a new engine in it. It costs less to have a new engine fitted than to buy a new car.

Did you know according to the 'Auto Car' Magazine going back about five years, all new cars will have to look like the Saab 900 Classic by 2010. If you can find it and check the measurements you will find that the 900 Classic is 99% 2010 standards already, with the windscreen wipers and the bonnet being an inch under the new regulations (height from engine block).

Check it out it makes good reading.

Thank you for keeping me informed in a fantastic magazine.

Mr S Poulter

Bringing Triumph and Saab together

I am afraid that the inaccuracies in Richard Smith's letter ('Driver' March/April 2008) force me to write a correction. Unfortunately such glaringly incorrect statements may not be understood by newer Members.

I have checked the facts from books I still have from the early 1980s. The Saab 1985cc engine was a direct development of the Triumph 1709cc and 1854cc unit. Incidentally the Triumph engine was designed by Ricardo, who were instrumental in bringing Triumph and Saab together. The 1985cc unit resolved many of the problems of the Triumph unit including angled head studs and the cam running directly in the cylinder head. However this B series engine retained the vertical water pump driven off a jackshaft, along with a distributor and oil pump.

I owned a Triumph Dolomite with the 1854cc engine as well as a 99 Turbo, a 900 Turbo and a 99GL of 1978 to 1980 model years and know intimately the differences and similarities from working on both types. The B engine was manufactured at Sodertalje and was introduced in 1972 with the Triumph

engines being phased out mid-1974.

The Turbo engine was not the first installation in a road-going car, the BMW 2002 TiK was launched in 1973, and Porsche had the 911 Turbo on sale prior to the 99 Turbo. The 99 Turbo was the first 'high volume' road-going Turbo with 10,607 made from 1977 to 1980, the 900 Turbo was launched in 1978 with over 23,000 sold in 1979 and 1980.

The H series engine was launched in 1981 evolving and simplifying the B series. This brought in the belt-driven water pump and distributor on the end of the camshaft and owed very little to the Triumph engine.

References used: Saab Turbo 99 and 900 series by Graham Robson, Haynes manual for Saab 99 and Saab Workshop manual 99 engine model year 1985-1991.

C.M.Packer



Saab Owner Club No: 011710D-9

I have been a Saab Owner for many years and at present own a 1990 9000 Carlsson and a 9-3 Convertible. I recently made out of four pieces of 4x4 sawn timber and two pieces of 1 inch x 4 timber a model of the first Saab.

John Foster-Pegg

35 years of reliable Saabs

I was somewhat surprised to read Mike Hope's comments concerning his displeasure with current day Saabs ('Driver' March 2008). My own experiences, and I venture to suggest the experiences of many other SOC Members, are rather different.

a) Reliability. I have covered in excess of 100,000 miles in two 9-5s and the only fault in six years of ownership has been a faulty suspension level sensor for the bi-xenon headlamps in my current car. I have acquaintances with even longer 9-5 relationships who also attest to their remarkable reliability. Incidentally, in 35 years of owning Saabs I have always found the same to be true – they have invariably shown better reliability than their contemporaries.

b) Driving, Handling and Ride. I am often surprised by people who demand a 'great driving experience' – what does this mean? For me, the days of white-knuckle driving are thankfully over. My occupation involves quite a lot of travel and the necessity to drive rental cars of all types on a regular basis. I am

always so happy to get back to our local airport for the drive home in my Saab. (Incidentally, I can recommend National car rental in Amsterdam where a selection of 9-3s and 9-5s can usually be found.) On the question of ride I would also include comfort. Apart from Volvo (sorry, but credit where due) Saabs are the only vehicles I have been able to drive 1000 miles in a day and be able to climb out unaided (my wife and I have done four such trips in the past year). Try that in a Skoda.

c) Economy. In earlier times certain Saabs did have good fuel economy. In particular I am thinking of the early 2-litre fully blown 9000s. Driven keenly (a great driving experience!). I could regularly achieve low 30's mpg. Others were not so clever. Depending on the exact model my experiences with classic 900s ranged from averages of high teens/low 20s (8 valve with auto box) to 30 on a good day (16 valve manual). How things have changed. I remember causing something of a stir in a letter to 'Driver' more than 10 years ago when I bemoaned the fact that Saab was behind the times in not offering the option of a diesel. If certain Members had their way, my days of driving would have come to an untimely end! I now average better than 40mpg in my 2.2TiD with up to 50mpg seen on long motorway journeys. I have even seen 38mpg when covering 1000 miles in 12 hours (I don't always have a light touch on the right-hand pedal). Yes, the 2.2TiD is a relatively unsophisticated engine but the newer developments, particularly TTiD technologies, are far more impressive (let's hope they don't sacrifice reliability).

Biofuels seem to be another of Mike's areas of discontent. I think the whole subject of biofuels should be more openly discussed (is it really a good idea to use food crops as fuel?) and maybe other Members will have comments. Incidentally, the reported 'poor economy' of Saab BioPower can be explained by the fact that ethanol has a lower calorific value than gasoline (same reason why a diesel gives more mpg than an equivalent petrol engine and LPG gives less). Either way, Saab's recent developments can hardly be described as being the result of a company that has lost its way.

Derek Riley

No-Hum – It could be worse

Mike, in response to your recent letter 'Ho-Hum', whilst I agree with some of your comments I do not believe that Saab GB can be held responsible for Saab's current position, they can only sell what GM supplies them, all manufacturers have information that is not passed on to the owners for various reasons, I know this as I have worked for several car manufacturers. Yes the current vehicles are not the most up to date, but you must remember that the 9-5 design is well over 10 years old now and despite several face lifts it is still an elderly design, neither the 9-5 or the 9-3 is a true drivers car in the way a 3 Series BMW is although the 9-3 saloon is the better of the two, the 9-5 is a great long distance high speed cruiser. A lot of us remember the way a 99 nor a Classic 900 drove, but I doubt Saab will ever build cars like that again, it's sad but the cost of developing a new car is huge and in a global marketplace would they sell enough to justify the investment, probably not. I have always believed that GM was not the right partner for Saab, they are

POSTBAG

too big and too conservative to produce true Saabs, but remember this, if GM had not taken control of Saab it may not have survived, a number of people claim that Nissan is not the car it was before Renault took it over, however if this had not happened it is likely that Nissan would not be here now.

Your comment about the current diesels, they are not as refined as some but are not that bad, they are a great improvement on the older engines they fitted. Were you aware that the current engine is actually a Fiat/Alfa Romeo unit? I believe the best small diesels are PSA (Peugeot/Citroen) developed units, they are used by a number of different manufacturers, the latest Ford TDCi units are PSA engines, the same goes for Jaguar and Land Rover and some versions of the new Mitsubishi Outlander, who also use VW and Mercedes sourced diesel engines.

In conclusion I believe all is not well within Saab (see my other letter below) but it could be worse, they are still here and in time I hope GM will produce cars more worthy of the Saab name than the current range and not merely re-engineered GM products.

Robin O'Connor

Lack of prestige

A copy of 'Fleet News' landed on my desk a few days ago, inside it was a special supplement titled 'Prestige' (the most luxurious business cars). The usual prestige marques were there including Volvo and VW (VW a prestige brand? Who are they trying to kid) but nothing from Saab. However Cadillac was there, does this suggest that GM no longer believes Saab is a prestige marque in the UK.

Robin O'Connor

Running on tomatoes?

Just a note after seeing the 'Driver' Biofuel article, British Sugar's plant at Wigginton also grows vast quantities of tomatoes – mainly for Tesco – using waste products from the beet processing, as well as producing Bio-Ethanol.

Howard J Smith

Expensive sat nav upgrade

I run a 54 plate 9-3 Aero Convertible and I wanted to purchase an upgraded DVD for my sat nav. I went onto the Navtec website and found that Saab, along with some other manufacturers, prevent them from selling a DVD direct. I was referred to my dealer who quoted £425. This being some £200 above the average price of a new disc direct from Navtec I got a bit miffed and contacted 'Auto Express' pointing out that Saab GB were taking the 'mickey' on this one. Surprise, surprise, when 'Auto Express' contacted Saab they suddenly reduced the price to £200 including VAT from the next week. They assured 'Auto Express' that this was already in the pipeline but they were bringing it forward by three weeks. I thought some Club Members would like to know this as running an old disc can be dangerous, mine tried to take me down the wrong lane of the A41 from a new roundabout!

Tom Levins

CLUBSHOP

I am writing this shop news at Easter with the snow pelting down outside and a biting wild howling, which doesn't encourage venturing out. However, those of you who have purchased the lovely fleeces will have been able to enjoy cuddling into them – the picnic blankets will come into their own later in the year. We still have some of each available so it's not too late to pick up a bargain. It was ironic that I had suggested fleeces as an addition to the shop goods when unexpectedly Peter was able to secure these for us.

I am intending to open the shop for a weekend 7-8 June. This is a very informal get together as those of you who have joined us before will remember. These little events have been fun and as well as us meeting Members of the Club – it seemed that you all enjoyed swapping stories about your Saabs – both technically and practically. This time we will use the Summerhouse – particularly as this is already 'on site'. Tea, coffee etc will be available and a few bites to eat. Robert and I will look forward to seeing those of you who come along. The shop will be open from 10.00am to 4.00pm each day.

That's about it for this time, meanwhile I will continue to process your orders quickly using whichever method you choose.

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 Fleece 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.

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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.

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40 Years of SAAB



It was exactly 40 years ago (April 1968) that I set out to purchase my first Saab – in fact I was after a VW Beetle.

• We had a Mini-Clubman Estate as a family car and this had followed on from another mini.

A friend of mine had a VW Beetle and I liked the look of it, I suppose it was different, it was sporty, sounded great and had a rear engine. We sought out a VW dealer and were recommended *Gordon Lamb* in Chesterfield, a bit of a distance away from Cheshire. However this was not too much of a problem as we frequently went to Buxton to my in-laws.

On 22 April 1968 we set off for Chesterfield, dropped our two children off in Buxton and carried on to Gordon Lamb's.

On arrival we were met by Gordon Lamb's son who immediately said something along the lines of "you don't want a VW Beetle – its not practical enough as a family car – have you thought about a Saab?"

No, we had not thought about a Saab, in fact I'm not sure whether I knew anything about them. I recalled that they were sometimes mentioned at the end of the one o'clock news on the BBC Light Programme – the newsreader would announce that a Saab driven by Erik Carlsson has won the RAC Rally!

Mr Lamb informed us that they were main dealers for Saab in GB, without further ado we were in a Saab being driven at great speed round the Chesterfield area – WOW – this car was something else – so comfortable and quiet.

We were sold on the Saab but the purchase of a new model was out of the question, but Mr Lamb informed us that *Jim Plant* at Buxton was now also a Saab dealer.

So on our return to Buxton we called at *Rock Bay*, Buxton and they had a three-year-old Two-Stroke for sale. A deal was struck, the Saab 96 was priced at £460, my Mini was valued at £340, which left a balance of £120. So ERA 968C with 22,000 miles on the clock would be ours on 4 May 1968.

We duly returned on 4 May and collected our Saab, it took some getting used to, what with a column change and a free-wheel device, in addition I had to put two-stroke oil into the petrol tank with every fill-up, so I made sure we had always some in the boot!

The 96 had front seat belts, this car was already way ahead of the Mini in terms of passenger safety.

Another pleasing surprise – every Saab we passed flashed us!

So here we are 40 years on and still driving Saabs. I am on my tenth and in that time I can honestly say that they have been safe and reliable and a joy to drive. We have had the odd breakdown, but nothing too serious.

We have made many friends through driving a Saab, some of whom are lifelong. Lets hope the adventure continues.

Wynne Jones

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The Arctic H

Like most of us, more pressing matters such as earning a living, developing a career and paying the mortgage made a trip of this length impossible so I just got on with life but kept the dream alive.

Ever since my mid-twenties, over thirty years ago, I have been fascinated by the idea of driving the full length of scenic Norway to the far northern tip of Europe to the North Cape or Nordkap. To me this is the ultimate Scandinavian journey. The top part of the road, north of Mo I Rana, is the Arctic highway proper, for it is near here that the road crosses the Polar Circle at over 66 degrees north.

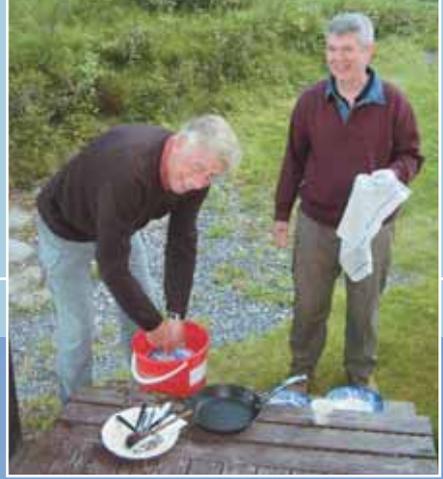
For most of its length it is a thin thread of a road which winds its tortuous route around the countless fjords of Norway's rocky coastline until it meets the Arctic Ocean at North Cape, the very top of Europe at over 71 degrees north. To get to the start of the Arctic Highway from the south, there is a choice of route, but whichever one is selected it is about 2000 miles up to the cape and a similar distance back down. Added to the challenge of that considerable distance there is also the fact that a Norwegian mile takes longer to cover than one in almost any other European country. Speeds have to be lower in Norway. Realistically therefore, it is best to allow about four weeks to complete the journey, especially if you want to travel and learn about the surroundings, enjoying the experience and stopping off here and there en route.

Like most of us, more pressing matters such as earning a living,

developing a career and paying the mortgage made a trip of this length impossible so I just got on with life but kept the dream alive. My trips to Scandinavia were squeezed into the usual summer fortnight (or more recently, a jaunt with our Club) and this restricted me to Denmark or the south of Sweden and Norway.

Come age 55, a reorganisation of the office and the opportunity of early retirement gave me the freedom that was needed to make the trip. My hopes of making the journey were rekindled. Luckily (and here is the confession) at around this time the Saab Club, of which I am a recent Member, announced that there was to be an anniversary rally to Nordkap, thus celebrating the tenth year of its first 'Midnight Sun' rally in 1997. Now things were really looking up! On the original rally over 100 cars came from all over Europe. This time a more modest 20 or so cars committed to make the trip. Publicity for the event was down to the Norwegian Classic Saab branch of Saab International. Organisation was deliberately left loose with only a few agreed meeting points. The ferries, exact choice of route and accommodation was left to the individuals and groups of friends. With some longstanding friends, Keith and Angie, in their car we took turns to book accommodation and find the way. However, they were unable to catch us up until day three so for the first

ighway



*Even Saabists have to do chores.
From left: Keith, David*

few days Tula and I were on our own, though in touch with the larger group by mobile phone.

Leaving Suffolk on 19 July we used a delightful B&B in North Yorkshire before catching the ferry near Newcastle. Disembarking at Stavanger we drove, in very solid rain, the 300 miles to Tonsberg, near Oslo, where we were met by our friends Erling and Sonja who had invited us to stay with them at their family holiday home in Oslo fjord. After an all too brief stay with our Norwegian friends we set off on our long drive northwards. By now the weather was in our favour with hopefully, steady high pressure beginning to take charge. Tula was determined to arrange each day so that some time was spent outside the car, preferably walking. The driver had received his instructions! Although big distances were to be covered overall, we wanted to see and understand something of the country which we would be travelling through and hence the need for frequent stops along the way. Firstly though a brief mention of the practicalities of the journey may be worthwhile.

In Norway there is no shortage of inexpensive 'hytter', or simple hut-type accommodation to rent by the night on demand. Huts range from very comfortable, modern, well-equipped ones, like many of the very good Swedish 'stuga', down to more basic

but always clean and adequate ones. They all allow for self-catering, a good night's sleep and often a stunning view. We used hytter a lot. In the towns we used the modern type of youth hostel, with twin or family rooms. Once we hired a converted fisherman's cottage or 'bryggen' sited picturesquely at the water's edge. Summer hotels are also a good option. These are normal state schools where the children have to board. This is presumably due to the tiny population being thinly scattered over big areas making daily journeys home impractical. During the summer holidays the twin study/bedrooms used by the sixth formers are rented out to tourists. Good kitchens allow for self-catering. In middle and north Norway hotels and restaurants are rare outside the few towns and, in any case, this becomes rather expensive if used over a long trip.

Sometimes we used our mobile phones, in the mornings, to reserve a hut for that evening, having downloaded information from the websites at home. The reliability of the phones varied though, because of the terrain, but we usually got through with some persistence. Although we took an inflatable 'Igloo' tent as a back-up we never had to use it, luckily, to the navigator's considerable relief! More than half of the party chose to camp as there is a good selection of campsites often with spaces for





caravans and also huts to rent. Of course you can, legally, camp for free. In Scandinavia there is an old law 'Allemannsretten', which can be roughly translated as, 'everyone has the right to camp freely'. This is interpreted as giving everyone freedom to camp on uncultivated land, more than 150 metres from any house for up to two nights without the owner's permission. Maybe this reflects that through history there has been, generally, a scattered population with a shortage of our type of 'inn' and as travellers needed to rest somewhere on long journeys a spirit of tolerance developed? Our notions of illegal trespass simply do not apply. Of course it is only courtesy to knock at the door of any house that may be visible from your intended campsite as that householder may own the land. Also take care to avoid leaving any rubbish.

Our self-catering system (Tula's actually!) worked very well. We brought from home all the non-perishable essentials such as long life milk, pasta, cereals, various basic ingredients in cans for emergencies and then bought the fruit, vegetables and the ever present very delicious seafood as well as treats along the way. What were prices like? Accommodation first. I assumed an average of £50 per night per couple and I overestimated. Food – good quality perishable food, as described, cost about the same as at home. Petrol – this was a bit more expensive, especially in the north, say 20% at worst but with no traffic and modest speeds cars were returning 15% more miles per gallon than at home. Now for the second confession! Because Scandinavian alcohol prices, especially Norwegian ones, are seriously expensive we carried all the supplies we needed for the entire trip, for evening 'refreshment', in boxes stowed under the seats – our standard Scandinavian holiday procedure, in fact I recommend it!

Because one virtually trips over petrol stations in the UK just a little more care is needed to avoid becoming anxious. Fifty-mile gaps between petrol pumps can occur so owners of Classics with small tanks need to think ahead a bit more. Although high octane Shell petrol is readily available in the towns, country areas usually sell only basic 97 octane fuel. Cars with high compression engines could benefit from carrying a supply of octane booster additives.

Once we had caught up with the main group of intrepid Saabists we were amply rewarded with the sight and sound of all those splendid Classic Saabs. How people kept them so clean on dusty roads will always puzzle me. Sonett enthusiasts would have had a field day. Several times the four of us we would be sitting at a

roadside picnic spot (at a convenient table of course) barely noticing the odd car that might pass every five or ten minutes (traffic is very light!) when in the distance you would hear the unmistakable sound of a V4 climbing, with its torquey engine willingly pulling up to the top of the pass and then, seconds afterwards, we would be rewarded with the sight of a beautiful Classic Saab coupled with a friendly wave from the driver as they sped on, ever northwards.

The wary traveller needs to be prepared for the mosquitoes! The ones in the north are the most virulent. Sprays are essential. It is best to arrive in the far north just after the main breeding season in June and July. One other practicality is worth mentioning. As in the smallest shops and petrol stations in the far corners of Wales and Scotland, it should not be assumed that cards will always be accepted, so a good stock of real money is worth considering. Anyway so much for the practicalities now the fun bit!

Norway, even more than Sweden, is a beautiful and fascinating country in which to travel. The scenery is often breathtaking. Above all else the sheer size and length of the country impresses. Travelling slowly northwards through the different climate zones gives the chance to witness the gradual unfolding of the very different landscape and vegetation types of this long country. In the south of Norway the cool, often wet, west coast temperate type climate warmed by the waters of the gulf stream gives rise to soft gentle mixed deciduous and coniferous forests. Northwards, coniferous trees dominate the species mixture. Further north again as the climate cools the trees shrink in size and this effect is exaggerated as you climb over the mountain passes. Travelling on, trees continue to decrease in size until eventually even the hardy dwarf trees of the sub-arctic give up the struggle and the vegetation changes into the moss and tundra vegetation much appreciated by the herds of reindeer which roam at will everywhere in the far north. In contrast to the abundant and delightful reindeer, moose are shy creatures and therefore seldom seen. We saw only one group of three animals during our trip. Around Nordkap, as the influence of the warming gulf stream weakens, rugged bare rock becomes common and this has its own beauty whilst the modest low vegetation is restricted to sheltered locations.

The journey continues in the next issue of 'Driver'.

David Hussell

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In 1999 the company moved to a 5,000 sq ft premises in Shepperton, Surrey to accommodate the rapidly growing range of stock. A year later saw the introduction of Nordic-branded products into the range sourced directly from the O.E. manufacturers. The need to offer a quality alternative part was apparent and this was brought in to run alongside and to complement the genuine parts. The majority of these Nordic components are manufactured to ISO and TS approved industry standards.

Having the capacity to offer both genuine and Nordic-branded parts at competitive prices resulted in the growth of Nordic not only in the UK, but globally as well. In 2001 the need was there to open an export division which started selling into the international market.

The importance to develop and grow as a company has always been recognised by Nordic, and in 2002 launched its performance product range. Securing UK distribution of BSR tuning, Sweden. This was quickly followed in 2003 with the launch of its styling range for Volvo, offering bespoke body styling for the newer Volvo models.

The rapid development of the Nordic-branded part coupled with the introduction of the performance/styling range, meant that by 2004 the existing premises were no longer able to accommodate the extensive stock holding. This resulted in a move to an extensive 20,000 sq ft premises in Byfleet, Surrey. Another factor in this move was the launch at the start of 2005 into the supply of Saab parts. With an investment of over 1

million pounds, worth of stock, the Nordic range was now vast.

The same year also saw the opening of Nordic's first international office in Finland. The now massive demand for the Nordic product worldwide meant the need for a permanent presence abroad.

In 2006 the new Saab range was complemented by the introduction of Kevin Murdoch and Simon Lavender. With nearly 40 years' Saab experience between them, they were employed to provide excellent customer service alongside their extensive knowledge, and to actively develop the range on an ongoing basis. Another key aspect in their roles was to help develop the relationships between Nordic and the independent Saab specialists throughout the UK. This development has been ongoing, and in 2007 these partnerships flourished with Nordic growing into the number one aftermarket Saab parts supplier in the UK. In 2006 a further international office was opened in Sweden.

2007 also saw the opening of Nordic's first distribution centre in the north. Based in Rochdale, this provides a daily delivery to Volvo and Saab specialists in the surrounding areas, whilst further cementing Nordic's position in the market.

Now we are in 2008 and Nordic currently stock over 10,000 lines for Volvo and Saab, and the company has grown to be one of the largest aftermarket suppliers for Volvo and Saab in the world. Supplying genuine and O.E. quality parts at massively discounted prices, Nordic is looking to further strengthen its position in the Saab world.

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Full of hot air

After 45 years driving, rallying, and selling Saab I am afraid I have to seek advice! My beloved 900 (55,000 miles) has a minor, but quite un-pleasant problem with the heating system – if it was a 96 I would know just what to do but my guess is the remedy is the same.

The system does not lose water and the dash heater control is firmly off but as the car engine warms up there is hot air coming out of the dash level vents on either side, but once fully warmed up this seems to stop. I suspect that if this was intended Saab would have made a great fuss about it like ACC so I guess the answer is that it is not supposed to happen.

My suspicion is that the heater control valve is only fully sealing once it has had the benefit of a little warm water flowing past it. Is this still available and easy to change, thankfully I have not had to explore under the dash of this model so far, or do you have a different diagnosis?

Richard Vigouroux-Henday

Could be the heater valve, or on some models there is a bypass valve which restricts the flow in order to maintain a more or less constant flow through the heater matrix irrespective of the engine speed. This valve is made of plastic and fits in the heater hose just above the alternator.

MOT Exhaust Emission

Regarding the Budget comments about taxing 'polluting' vehicles, I decided to check the CO emission MOT test result for my Saab 900i 16V 1991, which was 0.027% vol i.e. well within the Max Limit of 3.50. However, new car sale advert figures refer to CO₂ levels expressed in g/km.

Is there a conversion factor or is this latter measurement a different test? Presumably, government figures will be specified in g/km.

D MacKenzie

It's a completely different measurement, a combination of emissions of carbon dioxide, monoxide, particles, etc, emitted over a given distance. The CO reading for one of these vehicles I would expect to be zero.

We Need Your News!

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

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

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

Always keep a spare

I know this sounds stupid but I think I have thrown my only key away to my Saab 95. Can you help or know anyone who can? The dealers say it £700 plus, please, please, please help!

Paul Fleming

Only cheaper option is to fit a s/hand TWICE unit from a scrap car and re-programme with tech 2, cost about £200 (that's why you should always have a spare key).

Diesel or petrol?

I currently own a 9-5 2.0t and am on the 9-5 register. I am thinking of a change (another Saab of course) a 9-3 Sportwagon.

This I thought would be easy but is proving more difficult than I first thought, because I have considered going for a diesel. As we now only do less than 3,000 miles a local dealer says the engine will choke up with these low miles and I would be better with a petrol. He seems quite genuine about this as he has a friend who only uses his for short journeys, the engine management light comes on and he has to bring it in to have it cleared out. What do you think about this? Any advice would be of help.

Jim Power

This is a possibility, needs regular run on say a motorway at high speed to allow particle filter regeneration to take place. If you do only 3,000 miles per year a diesel will give more mpg but the advantage is less in your case due to low mileage.

Also 1.9 diesel needs cam belt change which will increase service cost.

SPRINGTECHTIP

Fuel Costs

Fuel costs rising, where's it going to end? Following the article in 'Driver' I tried an experiment. I usually achieve 31mpg from a 9-5 Aero (man) driving on a motorway at about 85mph, a couple of weeks ago I did a motorway journey and drove at 60mph most of the journey, achieving 37.5mpg.

So you see, driving more slowly has a huge difference in cost and emissions, etc – food for thought.





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Auto, S reg, Blue. £2495



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WHAT'S ON

MAY 2008

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 info 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. Call 01772 769015.

Wednesday 14th East Sussex Saab

Trevor Arms, Glynde Nr. Lewes between 8pm-10pm.

Friday 14th-16th Saab Enthusiasts Club Spring Gathering 2008

Please contact Iain Hodcroft for further details Tel: 0797 6314012. See page 12 for details.

Sunday 18th Ebor Saab

Full day run to Rutland Water (Karl).

Tuesday 20th North West Saab

Visit to Compo's, Holmfirth (Fish Restaurant). Please contact Richard Elliott Tel:01457 867878 or John Newby Tel: 0161 9299155 or see website for latest info.

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.

Wednesday 28th-29th East Anglia Saab

Cecil & Larter will be manning the Saab stand together with Cox of Ipswich at The Suffolk Show - visitors welcome!
www.suffolkshow.co.uk

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 information contact us at wmwsoc@yahoo.co.uk

Thursday 5th East Anglia Saab

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

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

See page 13 for further details.

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. Call 01772 769015.

Wednesday 11th East Sussex Saab

Trevor Arms, Glynde near Lewes between 8pm-10pm.

Friday 13th-15th Saab Enthusiasts Club 'Le Tour' 'Classic Le Mans'

Please contact Iain Hodcroft for further details Tel: 0797 6314012. See page 12 for details.

Saturday 14th North West Saab

The Peaks and Dales 2008 starts from Windy Harbour, 9.00am, Glossop. Please contact Richard Elliott Tel:01457 867878 or John Newby Tel: 0161 9299155 or see website for latest information. See page 13 for details.

Sunday 15th Ebor Saab

Harewood Classic Car Show.

East Sussex Saab

Bromley Pageant, Norman's Park, Bromley.

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

Friday 20th-22nd Cumbria Saab 12th Lakeland Gathering 2008

Contact Robert Morley Tel: 01900 67926 or Derek Best Tel: 01900 814317. See page 12 for further details.

Tuesday 24th North West Saab

BBQ at Northernden 8.00pm - all welcome. Please contact Richard Elliott Tel:01457 867878 or John Newby Tel: 0161 9299155 or see website for latest information.

Wednesday 25th South Yorkshire Saab

Cheese & Wine evening.

Saturday 28th-29th

HSCC Historic Festival. See page 13 for details.

Sunday 29 June East Anglia Saab

Visit THE TWO COUNTIES MOTOR SHOW. Cecil & Larter will be on the Saab stand and would be pleased to have Classic Saabs on display. Further information on the day available on www.twocounties-motorshow.org.uk

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 information 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. Call 01772 769015.

Wednesday 9th East Sussex Saab

Trevor Arms, Glynde near Lewes between 8pm-10pm.

Sunday 13th Ebor Saab

BBQ at Elvington. (Geoff Hart).

Sunday 20th West Midlands and Warwickshire Saab

Ironbridge Gorge Museum, Shropshire - this is a great working museum. Please Contact us for more information wmwsoc@yahoo.co.uk

Friday 25th-27th National Rally 2008

Royal Umpire Caravan Park, Croston, Near Preston, PR26 9JB. Tel: 01772 600257 or contact www.royalumpire.co.uk BOOKING FORM ON PAGE 33.

Sunday 27th Ebor Saab

Ripon Old Cars.

TBC Durham Saab

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

July/August - TBC East Anglia Saab

A visit to P & A Woods who restore classic Rolls Royces, this will be a really informative visit. Details will follow in the next 'Driver'.

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 information contact us at wmwsoc@yahoo.co.uk

Tuesday 5th-7th

Guided tour around western Latvia or guided tour around eastern Latvia.

Thursday 7th East Anglia Saab

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

Friday 8th-10th International Club Meeting

Mezrozes Camping, Cesis, Latvia. www.intsaab2008.lv also www.niceplace.lv

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. Call 01772 769015.

Wednesday 13th East Sussex Saab

SaaBQ, Treasurer's House, Uckfield. Please advise in advance so BBQ catering can be arranged.

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 July/August 2008 issue is 30th May 2008.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Friday 15th-17th

Ebor Saab

Weekend run to The Cotswolds (Karl).

Saturday 16th

South Yorkshire Saab

Pat & Bob's Barb.

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 wmwsoc@yahoo.co.uk

Thursday 4th

East Anglia Saab

Chequers Inn, Low Road, Diss, Norfolk, IP22 2AG 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. Call 01772 769015.

Sunday 21st

Ebor Saab

Treasure Hunt (Chris and Janet Greenwood).

Tuesday 23rd

North West Saab

Brewery visit to Howard Town, Old Glossop 7.30pm - must book in advance. Please contact Richard Elliott Tel: 01457 867878 or John Newby Tel: 0161 9299155 or see website for latest info.

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 information contact us at wmwsoc@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. Call 01772 769015.

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. Call 01772 769015.

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.

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25-27 JULY 2008

Friday 25 July

Arrivals from 14:00hrs, meet friends old and new.
Evening Fish & Chips supper and quiz.

Saturday 26 July

Car boot sales, dealer spares, Best Car competition,
driving skills competition, children's games and awards
followed by the early evening barbecue.

Sunday 27 July

An informal day to explore and enjoy the local countryside



Lancashire Legends

Having whetted your appetites in the last 'Driver' for the area of Lancashire that is hosting this year's 'National', here's some more semi-outrageous prose to convince you to join us on Saturday, 26 July, or to 'make a weekend of it', or better still make it part of a longer stay in the north – the latitudes with attitudes! (to paraphrase Stuart Maconie!)

Scary Stuff 1 - 'The Sayscah Lady of Ooze Wahtun'

Both the Royal Umpire and the Quality Mill Hotel share the acreage of what once was Croston Farm, some six miles west of Chorley... some of the buildings of which have stood there for several centuries.

Originally (from 1571!) it was the home of the Gradwell Family, devout Roman Catholics, who sent several of their menfolk into the priesthood. Known in those days as Gradwell Farm, it was considered a safe refuge for priests who were forced into hiding

during the Reformation. There is a stone cross in the garden commemorating one of the priests, Father Winkley, chaplain to the Gradwell Family, who died in hiding there and who was buried in the orchard, in unconsecrated ground.

The house was haunted up until the middle of the 20th century by the ghost of a young woman known as 'The Sarscove Lady', a maid of the Gradwells, who lived at nearby Sarscove Farm, and who was said to have been deeply in love with Father Winkley, and who had many clandestine meetings with him. At the time of Father Winkley's death she had contracted the fever and in her delirious state, upon hearing the news of his death, plunged to her own death down a 40-feet deep well at the back of the house.

In 1958, when the building housed the Royal Umpire Museum, which took its name from the Royal Liverpool Umpire Stagecoach, it exhibited amongst other relics of bygone Lancashire, the stone cross placed on Father Winkley's grave. The stone was removed

from the orchard and set up in the garden, and from that time, the ghostly visitations seem to have ceased. However, before that time, many strange sounds, including the movement of furniture, were heard in the building and the nearby barn. (our wet weather refuge!) which was originally a church. There is evidence of a great deal of poltergeist activity and on one occasion a party of visitors to the museum was showered with stones.

A rather unusual occurrence took place on the very day that the stone cross was moved. The apparition of the Sarscove Lady had previously been seen many times walking in the fields in her white dress, but she was seen that day standing at a bus stop situated at the end of the drive. A bus driver, thinking that he had a potential passenger to pick up, stopped his bus and waited for her to board. It was only when his conductor asked why he had stopped that the driver realised that the girl had completely vanished, the conductor had not seen the girl.

The driver of the 'Ribble' omnibus (... I like to think of it as a Leyland Royal Tiger, Leyland under-floor engined, and with locally built Leyland coachwork, from Leyland, Lancashire!) was so shaken that a replacement was sent for. Apparently the bus would not start and further investigation revealed some damage to the distributor cap which could not be explained! Now is that scary... or is that just poor maintenance? Anyway, for 'BBC speakers', the title above is the dialect equivalent for 'The Sarscove Lady of Ulnes Walton' ... a hamlet about a mile or so down the road!

Scary Stuff 2: Devilish delicacies...

If I do nothing else, please allow me to influence one or two of you to go out and find a copy of 'Pies and Prejudice - In Search of The North' written a little more than a year or so ago by the aforesaid Stuart Maconie, a Radio 2 presenter, native of the north and pretty good wordsmith! His wanderings from Crewe through Scouseland, ManU territory, deepest darkest Lancashire, the cities of that 'other' county that shall not be named - from whence the M62 hopefully speeds you back safely, and on into the murk of the 'far north' replete with his sanguinary thoughts and delicious descriptions... oh just read it!

Maconie is from Wigan: I'm stealing his thoughts on northern food trying hard to appeal to the children of readers of this article, expecting them to appear wide-eyed, vainly apprehensive, full of fearful and furtive looks as they get closer to Chorley (famous like Eccles for cakes), their doting parents having forewarned them of the Lancashire tendency for eating that delicacy known as 'babbies yeds' (roughly translated as Baby's Heads!) and other abominations. Cruel eh? Maconie writes: "(In the north)... vegetables were boiled to within inches of their lives. If a trace of flavour remained, it was regarded as troubling evidence that the wretched tuber or crop hadn't been 'done' enough and would probably give you cholera. Every Sunday, a low green cloud of sulphurous cabbage would hang in the house all day, making even a reasonably cheery toddler's thoughts turn, by early evening, to the gentle consolations of suicide.

"Home cooking never had the wholesome connotations to me it had to others. My grandmother spent half the week baking and, bless her, the results were always terrible. Her blackcurrant tart was a glutinous mess of acidic fruit encased in flaccid pastry. No wonder I was so keen on convenience food. When I was about eight, I went to some kind of trade show, where Heinz,

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Saturday Adults @ £15.00

Young Adults (10 to 14) @ £10.00

Kids' meal under 10s Free

GRAND TOTAL

All bookings, including any extras by 11 July 2008.
Please let us know of any special requirements.
(Photocopies accepted)

Friday 25 July

Arrivals for campers and caravanners from 14:00hrs settle in and meet friends old and new.

Evening Fish & Chips supper and quiz.

Saturday 26 July

Car boot sales, dealer spares, Best Car competition, driving skills competition, children's games and awards followed by the early evening barbecue. (steak, chicken, sausages, burgers + salad).

Sunday 27 July

An informal day to explore and enjoy the local countryside and places of interest.

Booking information to:

Sue & Keith Long, 10 Byrne Close, Barugh Green,
Barnsley, South Yorkshire, S75 1NS.
Cheques payable to The Saab Owners Club GB Ltd.



paternalistic local employers of thousands, had a food stall. A nice lady offered me a small plastic pot of a new line of theirs, Spaghetti Bolognese, in a tin. I thought my head was going to explode. I felt like Ken Kesey and the Grateful Dead must have done when they first took acid. Whole new vistas of monosodium glutamate and preservatives opened up to me. About six months ago, in an effort to get a Proustian rush, I bought a tin of the said Spaghetti Bolognese. It tasted like cold rancid fishing bait. But back then, to a small boy weaned on leathery cabbage and doughy tarts, it tasted like liberation. I had tasted the future and it worked, Mum.

“Some people, particularly of the older generation, get very partisan about northern food. The more disgusting its provenance, the more robust they get in its defence. Take tripe, for instance. Ever had it? Don’t. It’s absolutely vile. But my grandmother was forever trying to get me to eat it. Corrugated, slimy, cow’s stomach lining drenched in malt vinegar? Yummo! Hand it over with all speed, Gran!

“Often the wholesome names of some Lancashire foods disguise their essential horror. Trotters, which sound quite cuddly, are boiled pig’s feet. Haslet is basically compressed pig’s face and is quite simply one of the most repulsive things I have ever tasted; don’t even get me started on brawn and tongue.”

Many of these ‘delicacies’ you may still find on Ormskirk market on your Saturday morning drive to the ‘Umpire’... but they’re not compulsory! Neither is the babbies yed, a sort of dome of suet filled with minced beef and gravy named for its resemblance to that soft vulnerable appendage. ‘Containing an adult male’s recommended calories for a week, they are not high on any nutritionist’s ‘5-A-Day’ list...’ (Actually most people ask for a steak pudding, but it’s OK to manage without one!)

Am I getting across that you have to be hard in the north? And I’ve not mentioned black pudding once!

The ‘big’ day itself!

That’ll be the Saturday then! The organisers hope that many people will spend the weekend together and that is why a site with both camping and hotel accommodation has been chosen. A special weekend rate at the hotel has been arranged and campers are welcome on site from 2.00pm on Friday. Friday night entertainment comprises a fish and chip supper and a light-hearted quiz. (...expect lots of questions about things obscure from the north!)

But the main event will happen on the Saturday. Car boot sales, dealer spares, Club Shop, driving skills competition, Best Car contest and children’s games and competitions.

All in a reasonably pleasant site in an interesting area for SOC

Members to meet, enjoy each others company, look at a few cars (some new to you, some you’ll have seen before), reminisce and swap stories (my horrendous experiences of headlining, or the complete Saxomatic system on e-Bay that went for a tenner, the washed-out national, etc), search for ‘bits’ and haggle on prices, do something daft (perhaps wang a welly, for instance) and generally do the sorts of things that car oriented clubs do!

The local dealership (*Bay Horse Saab* – one of the few original Saab dealerships from the 1960s left in Britain) is particularly supportive; at least one other main dealership (from the south of the country!) has promised to bring along a ‘vanful’ of redundant spares; other local and not-so-local Saab specialists have promised to do their bit; all the advertisers in the magazine have been contacted with a view to supporting the event... it just needs you and yours to come along and contribute your enthusiasm.

To finish off Saturday evening, a BBQ has been arranged. Trying to cater for both day visitors and weekenders, this has been scheduled to begin around 6.00pm so everyone has a chance to participate, and the cost will be subsidised! But please please book in advance!

Sunday, or the morning after the night before! The choice is yours. Nothing will be organised on site. Opportunities for exploring the surroundings will be given – north, south, east or west – surely something appeals!

In the near vicinity is Camelot – the nationally advertised theme park, Farmer Ted’s Children’s Farm or Cedar Farm Galleries. A road tour of some 60 miles will be prepared for those wishing to explore the Lancashire ‘Witch Country’ around Pendle Hill, the Ribble Valley, the Forest of Bowland, Gawthorpe Hall (NT), etc. An alternative tour south westwards past Rufford Old Hall (NT) through Southport, Formby (red squirrels) to the renowned installations of Anthony Gormley on Crosby beach (consisting of 100 cast-iron figures, moulded from the artist’s own body in the style that has become synonymous with his work) and on past Aintree, (scene of Stirling Moss’s F1 win in 1951 and Erik’s ‘stage’ in the 1960 RAC Rally!) and on into the 2008 European City of Culture...

If you’ve the yen, you could go searching for piers (or pies) in Wigan, via the Viking outpost of Skjalmars Dal (think early Saabers raiding and pillaging). It’s called Skelmersdale of course these days, and retains that curious blend of 1960’s new town, uprooted scousers from the Dingle and elsewhere, and the biggest European bastion of Transcendental Meditation. It’s also where the early Saab turbo chargers were built by Garrett...! It’s a scary place is Lancashire!

Iain Hodcroft



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To see visit www.hotellittreparis.com.

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WE HAVE MOVED!

Most of you would never have a reason to visit our offices unless you just happen to live nearby, but many Members need to send items in the post and so we should tell you that we have now moved. We are now with our friends at Lingfield Travel across the border from Sussex into Surrey. The normal phone number 0845 60 60 910 remains the same, but the address is now as follows: Travel Club Services Ltd, 33/35 High Street, Lingfield, Surrey RH7 6AA.

Now when it comes to booking your holiday nothing has changed. We still urge you to contact us as soon as possible

if you want a better deal as many of the tour operators have cut back on their capacity this year and we are having to shop around even more than usual for you. This also means that many prices have gone up – but your Travel Club can still give you a better deal than the High Street agencies.

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.

AROUND THE UK

All correspondence to:

Ellie Wilson

43 Towbury Close, Oakenshaw South, Redditch,
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Hello and welcome to another page from me...

This time, unfortunately, I will be starting with a rant! And it's all because of the feature in the last 'Driver' – 'One-Eyed Monster'.

The story goes as follows: One evening while driving home in my 'EuroBox Rep-mobile' the dashboard indicated a blown main beam light. Well, I thought, these things happen. I duly found a suitable shop to buy the required headlamp bulb, £5.80 later I walked away and planned to change the bulb from the comfort of my drive.

On opening the bonnet I found that short of having hands the size of a mouse, this was going to be a challenge... on closer inspection I conceded that this was impossible, then the bright one (the wife) suggested reading the manual, this was of course of great offence (I am a bloke after all). Well after eating humble pie, page 144 said 'for replacement of driver-side main beam please refer vehicle to authorised dealer'. I don't believe it, this must be one of the most basic self-maintenance things to do!

Here we go... £46.70 later the bulb was replaced by the local EuroBox Rep-mobile specialist. I am sure there was a time when such simple tasks were possible by mere mortals like me!

Anyway on to the business in hand, I attended the South Yorkshire Saab group meet in March, and yep, they do have a captive audience... it's actually held next to a very secure centre for young offenders.

I was duly met by all the Members of their group (see pictures), incidentally I knew most of them already. I was very surprised to learn from Sue Long that next year will be their 30th year of being a Group, I thought EMS were doing well, but well done to both Groups. I have suggested they do something like a celebration party, I promise to behave if you invite me.

We had a great evening. As it happens this meeting was centred around videos of all things Saab, I even saw one video with 'Arthur Daley', yes from the TV series fame of 'Minder', doing some PR work for Saab GB, not to mention a few pictures of past events and nationals, boy some of you were really dapper. The ones who stood out were a very smart-looking Mike Thompson and a very distinguished-looking Don Heath. If you were on the Saab Scene back in the early 1980s or late 1970s I suggest you get in touch with the Club Historian – history@saabclub.co.uk – I am sure Sue or Keith will do their

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
e-mail: branches@saabclub.co.uk



West Midlands & Warwickshire at Weston Park March 2008

The weather forecast during the run-up to Weston Park had been very promising so on the Saturday before I decided to give my 9-3SS Aero a quick wash in preparation for our opening event of the year. That could have been where it all went wrong. Easter Monday dawned a little damp and it went downhill fast on the drive from Warwick to Weston Park – by the time I arrived the road salt had certainly taken the shine off my Espresso Black car.

I was second to arrive on the WMWSOC stand, I blame the numerous old cars on the road that morning, to find that Rob and Carol had set up the gazebo and were displaying an equally salty lightening blue Vigen. I parked up and put on boots, a fleece and a coat in preparation for the typical Bank Holiday weather! Greg arrived shortly afterwards in his 96 V4 followed by Mick in his 9-3 Sport, Julie in her 900SE Turbo and Alan and Gill in their 9-3 Turbo. Our stand was now full of Saabs – a good turnout for such a miserable day considering the Morris Minor Owners Club on the stand next to ours never did turn up! The Mini Owners Club on the other side could only managed a couple of cars which came in handy as we were able to extend our stand when John, Leslie and their two dogs arrived in their 96 V4 with Jot in her 99GL completing the display.

The weather, unfortunately, seemed to have taken its toll on the day with both exhibitor and visitor numbers staying low and certainly not helped by the frequent rain and hail showers. However, we were all determined to have a good time and set out to explore the show moving rapidly from covered area to covered area – special thanks to the Japanese Sports Car folk for letting us warm up in their heated gazebo.

We could tell it was time to leave when the increasing wind strength cause a neighbouring gazebo to become airborne and left us hanging onto the roof of ours. Team-work paid off and we soon had everything packed away ready to tackle the muddy grass that lay between us and the nearest piece of tarmac, luckily not quite as challenging as the entry/exit to last year's National. Is it me or is there a pattern emerging whenever WMWSOC have a day out?

Our next event will be the Classic Car and Transport Show at Catton Hall, unless the organisers read this article first...

Cheers
Andy

best to help you. I wanted to stay a lot longer than I did but I had a bit of a drive home so I left just after 10.00pm. I hope this has whetted other enthusiast's appetites in the area to pop along to one of their meetings, or any other local Group event. I am very sure you will get a warm greeting.

Well in the next issue you will hear how I got on at the Chipping steam fair with the Lancashire Group, and also I will have taken part in an inter-club quiz night between the North West Group and South Yorkshire Group. Oh yes and I will also be attending the event at Catton Hall with Cheshire and Staffordshire Group. I am going to be pretty busy. And I still want your dates, this spring/summer has a host of things happening, please see the 'What's On' pages, I hope to see you at some of the events, don't be scared off by this new and pretty frightening photo of me I really am not that scary.

We still have got that 'Local Group Gap' which needs filling, and that is the Bedfordshire, Hertfordshire and Buckingham area. I have had a couple of enquiries about Groups in that area, but as yet, I have had no more feedback. If anyone or a few people want to start a local Group, please get in touch and I will help you start it all off.

Finally, if you have not sent your Group book back to me yet please do so as soon as you can, as the financial year balances need to be submitted.

Very best regards, Ellie

AROUND THE UK



Name	Car	BHP @ Flywheel	BHP @ The Wheel
Graham Lowe	9-3 Vert	196	158
Rob Gray	Vovolov Turbo Brick	Inaccurate, due to it being an automatic	
Andy Gilchrist	9-5 Aero	249	208.7
Mark De Giorgio	9000 LPT +	219	176
Mike Birds	9000 Aero	240	203
Andy Wilson	C900i	126	94
Rob Mortimer	9-5 LPT +	239	202.3
Ian Thomas	9-5 LPT +	155	120.7
Graeme Lambert	C900 T16 +	261.1	225
Scott Rayner	9-5 2.3 LPT +	Inaccurate, due to it being an automatic	
Dave Barrow	99GL	126	89.3
Ian Johnson	95 LPT	151.3	117.1
BIRDIEMANGO	99 EMD	149.3	109
Rally			
Steve Alty	9000 Aero	289	249.1
Ian Orchard	C900 T16 +	201.3	156.5

Lancashire Saab 2nd Rolling Road Day

On 8 March the Lancashire Saab Owners Club had their second Rolling Road day.

This time the event was held at John Clarkson Autos in Chorley, Lancashire.

Steve had been in contact with Andrew Clarkson since before Christmas trying to arrange an event day.

We knew that a new Dastek Rolling Road had just been installed and we were as keen as Andrew to have a go. The garage owner, Andrew, being the perfectionist he is wouldn't let us arrange anything until he was happy with some consistent results.

In January Andrew rang to say perhaps we'd like to come over and see the Garage.

We were firstly greeted by John, Andrew's dad who showed us around all aspects of the new Rolling Road and set-up.

Andrew told us that he'd had some accurate results but it just needed a few adjustments, so we agreed on a date and 8 March was set.

We weren't too sure how many people might want to get involved, we posted an advert up on UKSaabs to try and get some interest. Sure enough, in no time at all we had 15 willing enthusiasts.

The date soon came round, on the morning we arrived at 8.45am to be met by Graeme Lambert in his beautiful Black C900 and Rob Grey in a Volvo! (I think he got his dates mixed up with a Volvo meeting). They had travelled up from the Birmingham area to be with us, thanks guys.

While the first car was setting up on the rollers Graham Lowe

nipped out on the bacon buttie run – you can't beat a good breakfast to settle any pre-session nerves.

On the day we had 15 cars to test run from a standard 99 to a couple of ecu-remapped 9-5s.

As the cars went through the process of one on the rollers, one warming up, it was Rob's Vovolov that created a problem, with it being an Automatic. Andrew, however, kept trying to get a decent reading but eventually had to concede as the Volvo started to cook the oil that lubricated the rollers!

At the end of each session we were given a three-page print-out of how each car had performed.

This year's event wasn't as cold as the previous one but the kettle was kept running at full steam and a few biscuits went down a treat.

We had a really good day at the garage and although we only finished at 5.45pm we were sure we'd be there again, perhaps at the end of summer.

Unbeknown to Steve we ran a book to see who could guess the results of his 9000 'at the wheel' bhp figure, Ian Johnson was the winner.

It really was an interesting day. Dave Barrow put most of us to shame with the condition of his 'new' looking 99 and Julian Davies, or Birdie Mango as he's more lovingly known, certainly showed anybody who hasn't seen a 99 Rally car, how awesome a machine the 99 can look.

It was nice to hold an event that everyone seemed to enjoy, roll on the next one after a few more tweaks.

Neal and Steve

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In the Footsteps of a Prince

**“ALL THAT IS
REQUIRED OF
CANDIDATES IS THAT
THEY SHALL LEAVE
PEKING FOR PARIS IN
A MOTORCAR, AND
SHALL ARRIVE AT
THEIR DESTINATION ...
THERE WILL BE NO
FORMALITIES OR
REGULATIONS.”**

In 1907 the Paris newspaper 'Le Matin' carried the following headline 'Will anyone agree to go from Peking to Paris this summer by motorcar?' There were forty entrants in that first rally, but only five teams ended up starting even though the organising committee had cancelled the race at the last minute.

There were no rules in the 1907 rally, except that the first car to Paris would win the prize of a magnum of champagne. The race went without any assistance through countries where there were no roads or road-maps. For the race, camels carrying fuel left Peking and set up at stations along the route to give fuel to the racers. The race followed a telegraph route so that the race was well covered in newspapers at the time. Each car had one journalist as a passenger, with the journalists sending stories from the telegraph stations regularly through the race.

Those intrepid travellers were motoring at a time when cars were new, and they went through remote areas of Asia where people were not familiar with motor travel and many of the routes had only previously been attempted on horseback.



The race was won by Italian Prince Scipione Borghese who had even taken a detour from Moscow to St Petersburg for a dinner and afterwards headed back to Moscow and rejoined the race.

In 2007, a small team of New Zealand classic car enthusiasts celebrated the 100th anniversary of this great event by following the same route from Beijing (formerly Peking in 1907) to Paris in their classic cars, organised and run as closely as possible to the route, style and regulations of the 1907 event. After examining and dismissing the route through Manchuria, the 1907 committee suggested that what lay between (Peking and Paris) might be tackled in this order: Peking to Kalgan, across the Gobi desert to Urga; Irkutsk, Kansk, Tomsk, Omsk, Petropaulavsk, Kurgan, Zlatovst, Kazan, Nizhni, Novgorod, Moscow, Warsaw and thence through Germany and France to finish at Le Matins office in Paris.

The 2007 enthusiasts used the same route, a distance of approximately 11,000km, estimating that they would take 45 days to reach Paris, averaging approx.

Planning for the event commenced in 2000 and by 2007 the number of participants had whittled down to a core of seven true enthusiasts; seven cars and crews who were mad enough to undertake the adventure.

Two Saabs, two Fiat 125s a VW Combi a Volvo 244 and a Ford Capri made up the 'mad' seven, with organiser Geoff Ridley leading the way in his 95 V4 wagon – along with Graeme Matheson. Making up the Saab duo was Graeme Sharpe and Diane Brandish in their 96 2 stroke.

Of course, with Classic cars, nothing is ever straightforward and, although the V4 ran out of petrol just 200 metres from the petrol station, and the Combi breaking down on the way to the dock, the cars were all safely secured in their containers for the sea journey to Beijing over the weekend of 14/15 April 2007. The Peking to Paris event was well and truly on, and there was no going back!

We'll continue this intrepid journey in the next issue of Saab 'Driver'.



MIKE DOUGHTY

The demise of a VW Beetle, a love affair with a 1964 Bullnose, a reliable navigating spouse and a ready-for-anything attitude have made Mike Doughty a regular on the Motorsport circuit. With an eye to future rallying myself, who better to quiz about the bends and slaloms of the Motorsport world.

After a good 18 years of Owners Club Membership Mike isn't afraid to admit that he wasn't a natural Saaber. His conversion to all things Swedish happened in 1971 with an accident which wrote off the aforementioned Beetle; with a £400 payout in his pocket, what to do next? Simple: he bought a 1967 96 triple carb Two-Stroke from a work mate and almost immediately fell in love with the car's performance and road handling. Twelve years, 120,000 miles and one or two engines and gearboxes later, he made the decision to sell the car to a local enthusiast. A rather wistful Mike still regrets that decision to this very day; is the old Two-Stroke still going? He'd be very grateful for any information regarding ATD 549E, and who knows, he might just make a bid for his old pride and joy; swelling his stable of Saabs just that little bit more. The replacement was a 99GL; Damian is parked outside as I type, so I can't possibly comment as to the merits of this move!

In the last 37 years Mike has owned nearly every model of Saab, from 99s, 900s to 9000s, not to mention Two-Strokes and V4s. Today Mike owns three Saabs: a 1964 Bullnose Two-Stroke, 1973 V4 and a 2002 9-5 Vector. I can't resist asking him for his views on the more modern models,

"I can honestly say that the current Saab 9-5 Vector model, albeit under the management of General Motors, is one of the most appealing and responsive cars I have owned and a pleasure to drive."

Back to the rally cars; the V4 was purchased in 1988 and Mike describes it as one of the best cars he has ever owned,

having undergone a complete rebuild in 1992. He clearly has confidence in his own handiwork as almost the minute he'd downed tools on the rebuild, the rallying began. Mike claims this is the most travelled V4 in the UK, if not in Europe. With a distance of 135,000 miles covered to date and destinations as diverse as Eastern Europe, the Netherlands, Scandinavia and mainland Europe, not to mention Club Rallies in the UK under its tyres, this is no idle boast! Despite the mileage Mike assures me that the car is totally reliable and, after so many hours behind the wheel, remains a pleasure to drive. This reliability is further reinforced by the fact that despite 2008 only being a few months old, there are already plans for more regularity trials and MSA Rallies. Not to be outdone, the V4's stable mate and fellow Swede, the 1964 Bullnose Two-Stroke also has a wide range of rallying experience. Purchased in Norway in 2000, this car received the Doughty rebuild experience in 2002 and went on to be used on many Scandinavian Rallies and is the Saab you are most likely to see Mike and Veronica in at SOC events. Indeed, I encountered this gleaming beauty on the Peaks and Dales doing sterling service at the checkpoints and I have to admit to quite a number of covetous thoughts! Both cars are a credit to Mike and his maintenance regime, remaining in immaculate condition despite their travels. Mike hopes that the SOC continues to encourage attendance at organised events and it is his wish for the future that more people become involved in Motorsport Rallies and events.



THE INTERVIEW

As Members of the HRCR and Lancashire Car Clubs, the Doughtys take part in an average of 14 rallies per year, not to mention Winter marshalling duties on the Rally of the Tests and Tour of Cheshire – both important historic stage rallies in the HRCR Championships. This is a shared love though, Mike is keen to stress that it is something that he and Veronica can do together and he gallantly describes her as an ‘excellent navigator’. But after all these miles, the rallying will never pall on Mike; the experience is in more than the actual driving, it lies in the whole process,

“I strongly believe in using the cars in Rallies and Motorsport, getting the best out of them... the challenge is to get the best out of the cars, keep them in excellent condition and maintain them to the highest standard.”

There is yet one more bonus of a life on the open roads: the scenery! In an itinerary of destinations as diverse as those already listed, there has to be one that stands out amongst the others. The Doughtys are unanimous in their admiration of the Stelvio Pass, taking them over the mountains from Switzerland to Italy. With 52 bends it sounds both beautiful and fiendish, warranting more than a couple of cappuccinos on reaching the other end. They list their most unusual rally to date as the 2006 Ambassador Rally in Southern India where they swapped their trusty Saabs for an Hindustan Ambassador car and experienced, “roads that were non-existent and driving standards beyond belief – what a brilliant time we had!” For those wondering how you might cope being cockpit bound and so many miles from home, Mike reassures me that facilities on continental rallies are usually excellent and back-up, if the worst should happen, is first class, especially on MSA events. So does Mike have any tips for budding rally entrants?

“Make sure your car is suitable and fit for the event you want to enter, know your car inside out and make sure that it

is properly prepared for the type of event you are entering, making sure you are fully insured for unexpected repairs or recovery. Carry with you all necessary essential spares (alternator, distributor, coil, fan belt) and tools necessary to carry out adjustments and repairs if required. Keep luggage to the minimum required, to keep weight down, and most of all have confidence in your navigator.”

As Mike and Veronica zoom off over the horizon on yet another rally, it is good to know that at least one couple in the country can drive in, often uncharted territory, without recourse to the stereotypical map-reading rows. As to keeping the weight down, I suddenly decide that I’m not cut out for rallying; my average weekend-away luggage puts a Hollywood A list starlet to shame! But there might be hope for me yet, as I’m quite au fait with being prepared; my ‘boot stock’ has raised less than helpful guffaws from my fellow Saabers at many a SOC event. After all the derision I’ve suffered I’m now feeling quite smug; doubtlessly I’ll be even smugger when I find a use for the pop-up spade and chain-reinforced tow rope I’ve been lugging around all these years. So will Damian and I take to the rallying field? It’s a matter of wait and see, for now we’ll settle for the odd surreptitious hurtle down a single track country lane on the way to work, no street lighting, a permanent ford and an appreciative flock of spectating geese with an embankment grandstand view – glorious!

Mike and Veronica Doughty were interviewed by freelance journalist and SOC project co-ordinator Gabi Waite, aka Damian’s mum.

AFTER A GOOD 18 YEARS OF OWNERS CLUB MEMBERSHIP MIKE ISN'T AFRAID TO ADMIT THAT HE WASN'T A NATURAL SAABER.

2STROKEREGISTER



All correspondence to:
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I have now had some responses to my plea for people to respond with details of their cars in order that I may update the Club's register of Two-Strokes.

The first of hopefully many is Stephen Taylor from Letchworth, who has updated me with two cars. Stephen's own car is a 1964 Shortnose model 96, left-hand drive, three speed, in Savannah Beige. The car was originally registered in Sweden and spent some time on show at a Saab dealership there. About ten years ago she was brought to the UK by a Swedish lady, Belinda Olofsson. Stephen purchased the car four years ago from this lady and had it rebuilt by Graham MacDonald. He has also given me details of another car in Letchworth owned by John Pape: a 1963 Shortnose 96 with the older dash style and totally immaculate. Stephen had seen this advertised for sale by Keith Squires but he felt it was too expensive and too nice for everyday use. Current owner, John Pape, was inspired to buy it after seeing Stephen cruising around the town!

Next along is Alex Norman from Cambridge, who in September last year purchased a 1963 Shortnose model 96 Sport from Mike van Boolean in Kent. Alex tells me that he used to be a V4 owner and had not actually seen a Two-Stroke until he bought this car. This is Alex's only car but, living in Cambridge, tends to cycle to work most days. He does however use the Sport several times a week including meeting up with the Cambridge University Automobile Club. Alex has now fitted rear seat belts with some help from Hagstrom Saab in Norwich, purchased a set of air filters from Rolf Jensen, and also taken advice from Chris Partington. He is obviously quickly making some sensible contacts.

Next up is Martin Horrocks from Spain! Martin made contact with me after seeing my name mentioned in a price guide feature in 'Classic & Sports' car magazine where the Club had a small mention; although the telephone number they provided for contact details was the answerphone at the MG Owners Club! In Martin's words, he recently stumbled across and bought an extremely original 1957 model 93A in very good condition. It was with a dealer at a classic car show in Valencia, they knew nothing about the car. Subsequent research has uncovered that it was originally registered in Madrid, where Martin resides, and he is in the process of re-commissioning this for the road after many years of storage. Interestingly, prior to 1976 Spain was a closed economy, and to import a car would have involved at least 200% import duty, so how something so obscure justified the effort is a mystery? The car's original Madrid registration number is very early and this suggests the car came to Spain as a new vehicle. Those with a keen eye will notice some non-original features in terms of lighting and trim, but Martin's view is that '...all the bits added were done in period, reflect local taste, could be undone and add to the interest for me. If the car hadn't been much loved it wouldn't have survived.'

I have also started to make contact with some of the owners listed on the Club register, particularly those who have previously notified a small collection of Two-Strokes, with multiple vehicles listed. This along with some sleuthing on e-Bay will hopefully provide some content for the next edition of 'Driver'.

Finally for this month, does anybody out there have an original Shortnose radiator lurking unused at the back of their garage or shed? I am looking for one as a pattern, so condition of the core is unimportant.



Martin



Richard Simpson's new rally car

Richard Simpson's new rally car

I've nicked a couple of photos of Richard's latest car from his photobucket website, hope you don't mind, Rich. What a superb and thorough job Rich and Les have done on this car – it's been built to compete in the Historic class for pre-68 cars, which means only a twin choke carb can be used and some of the sexier tweaks are also prohibited (but of course, these are often the more expensive tweaks!). I look forward to seeing it out on an event soon. I notice that his Torreador Red standard car is now for sale, that's a really nice tidy 96 for anyone looking for a good one.

Grating gears?

I received the following email from Alastair Lawson, him of the mega-mile 96V4, about a repair to the clutch to prevent it grating when engaging gears. Alastair writes:

"We have recently solved a gear-grating problem on our 96 (440,000 miles now and counting), and thought it would be good to share our solution with V4 Register readers.

"If a monster mileage 96 grates its gears slightly, especially when hot going into reverse, even though your foot is hard down on the clutch, and the master and slave cylinder seals are both in good nick, it is possible that the clutch release-bearing carrier frame journals are badly worn. This wear can be made up by taking out the bell housing and building up the two journals, where the release-bearing sits, with weld. The hinge is usually OK. This is obviously quite a busy weekend! But in the meantime, the wear can be taken up by shimming the back of the slave cylinder, putting one or even two washers on the M8 bolt between the back of the slave cylinder and the gearbox alloy casting. This increases the range of the slave cylinder piston's travel enough to take up the wear on the release bearing journals. You probably need to adjust the clutch free-play too. After you have done this, if you hear something nasty when the engine is turning and you have your foot hard down on the clutch, you need one less washer!"

Bernard McDermott's beautiful 95

Bernard's car was registered last year, and I can now share with you this photo of his immaculate 95 – what an awesome car this is!

No time for any more in this issue, but please keep sending me your articles and snippets, as well as any requests for information.

Cheers for now, AI



Bernard McDermott's Beautiful 95

All correspondence to:

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North Yorkshire, YO17 6SR
Tel: +44 (0)1653 697561
Email: registers@saabclub.co.uk

New Registrations

A few new registrations this month:

Name	Location	Car	Registration
Clive Hodgson	Preston	96	PKC 231M
Paul Dickens	East Lothian	96L Souvenir	VSF 300R
David Spiers	Surrey	96	LHO 136L

Clive's very tidy 1974 car is Indian Yellow (that's bright orange to the uninitiated!). He has had it for a while and has finally got around to joining the Club and registering it, thanks Clive. Clive writes: 'It has a Saab S&R steering wheel fitted, US spec round headlamps and grille, AVO adjustable shock absorbers, later 4½" steel rims, Weber 28/36 DCD on the proper 4-stud inlet manifold and a Jetex exhaust.'

Sounds like a really nice spec car there, Clive, should be good for 80bhp or so and plenty of torque with the carb and exhaust mods.

Paul's Souvenir is no. 109 of the last 150 UK-bound 96s. He writes: 'It has been bought as a rolling restoration – needs a lot of work on body/rear suspension and interior (which is very poor condition). Apart from that, the car seems pretty sound and it has a good engine. Someone has redone the front suspension and odds and ends around the car. The registration will have been in Edinburgh originally – my last V4 bought in 1977 had a CSF plate and was supplied by Belgrave Motors in Edinburgh, so I am assuming this came from the same place as they were the main dealers then. Seems to have spent most of its life in the South East of England though.'

Thanks for the info Paul, good luck with the restoration and welcome back to a V4!

David has recently bought his white car, and writes: 'I am now the proud owner of a White 1973 96 V4, registration number LHO 136L. Not bad condition generally, but could do with some bits and pieces getting attention.'

If any of you can send me digital photos of your car, please do so, I'd love to feature them in my column in the next issue of 'Driver'.



All correspondence to:

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PEOPLE POWER

Last time I mentioned the E-petition to the PM against possible threats to older car usage. The petition got 25,051 hits, so hopefully some notice might be taken. In our area, on the edge of Greater London, we fall, by a few hundred metres, just inside the low emission zone introduced in February. At the moment this only penalises some commercial diesel vehicles, which have to be licensed, for a fee, to enter. Ominously the Transport for London website states that the category of vehicles included may be extended in future – another potential threat to keep an eye on, as is the new car tax regime hinted at in the recent budget.

Water leaks

Gabbi Waite phoned some time ago for advice on a water leak problem on her 99 which has the H series (1981 on) engine. From my experience the common places for these to leak, leaving aside the obvious radiator and hoses, are as follows:

The water pump can leak from the bearing breather, which is hidden under the pulley on the back of the engine. The water pump has to be changed.

Heater matrix – you can usually smell the antifreeze in the car when this happens.

Cylinder head gasket – internally, sometimes causing a misfire on start-up, or externally. This can be lived with (for 80,000 miles in one case I know of!) but will need a new gasket eventually.

Core plug – these corrode through eventually but can be replaced.

Inlet manifold gasket – coolant can usually be seen seeping down the engine.

Finally, a new one I experienced with my 90 recently – the alloy housing for the coolant drain plug, found on the side of the engine block below the exhaust manifold, can corrode through. These tend to fill with sludge inside, corrode through and start seeping under pressure when the engine warms up, with the sludge still helping to block the hole. Luckily I had a spare housing off another engine so could fit that, having made up a gasket.

The spares threat – time to save a 'spare' car?

The biggest threat to keeping 99s and 90s on the road now is the lack of spares. I last mentioned this at the end of 2006, and since then the situation has continued to deteriorate. A combination of declining numbers and the fact that even after all this time they are still so reliable means the demand just isn't sufficient for suppliers to keep supplying. It is simple

supply and demand economics, and I suppose the last 90 was produced over 20 years ago, but this doesn't make it any the less regrettable. It is a shame that such an eminently useable car should be driven off the road by a simple lack of spares.

I recently did a phone around. Saab dealers say they keep no records for any model before 1986, so are of no help at all unless the part is common to the 900, but even then most parts are not available. I tried a number of the independent specialists who advertise in 'Driver', but they were little help either. 'You could try e-Bay' was one suggestion. The local motor factors can still supply service items such as brake pads, but apart from that you're now pretty much on your own. Apart from the actual shortage of parts the other problem, with most suppliers now holding information on disc, is that computer records are regularly updated and 'obsolete' but potentially useful information deleted, which makes even identifying parts common to other cars difficult.

I'm in the lucky position of having limited space to store some spares and even a 'spare' car, which is now proving invaluable, although as my everyday 90 gets older I now have the dilemma of which car to keep going with long term – my 90, the spare 90, or a friend's 99 which is on offer. With a summer driving holiday to Italy looming (the ferry booked so no going back now!) I'll have to sort which car to sort, soon! Incidentally it just occurred to me that it is exactly 40 years since Dennis Jenkinson's account in 'MotorSport' of driving one of the pre-production 99s to Turin on a 1600-mile seven day road test, so this will be a timely trip, of which hopefully more in a future issue.

Stuart

New Registrations

A few weeks ago a chap turned up at my workshop out of the blue – he happened to be passing and wondered if we could advise on some work he needed on his Morris Minor (which we specialise in amongst other things). During the conversation he asked about my 90 which was parked out the front and said he also had a 99. When I told him I was the SOC 99 Registrar he looked at me rather surprised and said he'd written to me only a few weeks earlier to register his 99, and 'If I'd known this was going to happen I could have saved myself the postage!'. So here is Paul Jarman's 1979 99GL Super Auto, which has only done 25,000 miles and looks very original, even down to the period steel wheels which look unusual nowadays, but were used from the 1979 model year to 1981.



99TURBOREGISTER



Heard it all before!

1. 'An old car is not for me.'
2. 'The maintenance costs for that old thing must be high.'
3. 'Why don't you get a modern car – much more environmentally friendly.'
4. 'Can't stand them.'
5. 'My GTi is quicker.'

These are some of the comments I have received over the years regarding ownership of my 99T. Some, I must admit I cannot argue with, some just make me smile whilst others leave me speechless.

'An old car is not for me.' Let's make no mistake, there are people who do not have any hankering for cars over three years old. To them the car is simply a means to an end, nothing more. I rather envy them.

The joy of driving something which requires a good degree of concentration cannot be explained on paper. It has to be experienced: setting a car up for a quick corner; looking ahead of the car in front, for an overtaking opportunity; giving enough room in case that car suddenly brakes; getting the revs right so the turbo boost kicks in at the right moment; no traction control; no ABS; no power steering. Now don't get me wrong, I have a modern car – a 9000 with all the necessary driver's aids and a great car it is, but it does not move me the way the 99T does.

'Maintenance costs.' This depends on how well the car is serviced. Prevention is so much better than a cure and this old adage should apply to any car: keep the car in good condition, ensure all servicing is carried out correctly and jobs that need to be done do not involve cutting any corners and your car will reward you with years of reliable service. My 99T still has its original engine and gearbox. Nothing much has been replaced in the last ten years, except for a jack shaft. Do not think by this, that it is driven sedately around the roads of the UK. No, it does get the full benefits of the turbo, but in a controlled situation. No traffic lights, grand prix starts, no hitting the red line. Saying that, despite recommendations to the contrary, I have never once let the car tick over before I switched it off.

'Modern cars.' Bearing in mind 45% of the pollution caused in the lifetime of a car is found in its manufacture, then I would say driving an older car has got to be better. Simple maths really – a new car, say every five years, would mean I would have 'polluted' Mother Earth far, far more than in my 27 years of owning the 99T. Don't ask me about carbon footprints as I have never quite understood if that works – personally I think it is simply a way of satisfying your own

conscience. Also, as I have never flown, I figure I am in carbon credit big time!

'Can't stand them.' I usually follow this sweeping statement by asking if they had ever driven a Saab? Any Saab? It may not surprise you to know the answer I usually get is an emphatic 'no!' usually followed by a self satisfying grin. Rather than waste valuable oxygen on such a statement I attempt the 'JCSG', better known as the 'Jeremy Clarkson Smug Grin' look and leave it. Sometimes it is better that way.

'My GTi is quicker.' Almost every modern GTi is quicker than a 99T. Road-holding, performance, safety, reliability, mpg. You name it, it is probably better. But it is not a 99T and there is the difference. Anyway, my usual response is to ask them their age, then with 'JCSG' once again engaged, point out the car was on the road before 'GTi driver' was even a glimmer, let alone a twinkle, in his parents' eyes. So in brief my answers are:

1. OK
2. No
3. Not true
4. Your problem
5. Probably.

Anyone got a red leather interior?

Not personally you understand, but a few 99Ts were fitted with a red leather and black piping interior and as far as I can find out there are only two cars left. Thanks to Peter from Holland for supplying some photos of his red leather interior'd 99T. Any more out there?

I know that there were 25 classic 900's with Connolly leather and stage one tuning, made by Ace in London. Each featured a commemorative plaque – probably something for Graeme of the 900 register to confirm. Perhaps the same company also produced some 99Ts?

On the subject of specials. Anyone got a 'Sweeten Saab'? Located in Preston, this company fitted water injection to your new 99T or your 900. They also offered the 99T with go-faster stripes, foglights plus different wheels, as can be seen in the below advert.

By the time your read this my 99T will be back on the road complete with no power steering, ABS, traction control, air con, electric windows, central locking, airbags, though it will have a high mpg cabin noise, hard suspension, to name but a few. I would not swap it for anything!

Remember, protect your windscreen – wear a seatbelt.

All correspondence to:

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AN EPIC JOURNEY



"And the coppers won't even notice you. Now drive a MkII GTI and it would be different..." I already knew the 900T16s was a sleeper but the soon-to-be previous owner simply reinforced my thoughts.

That was back in August 2004. After placing my wanted ad on the old SOC site for a late model LPT, I suddenly found myself viewing a full blown three-door in Black with leather, A/C and a red box APC. The car had already sold itself to me through e-mailed pictures, but it would have been rude not to make the 800-mile round trip to see it in the flesh.

D SLAP (its private plate at the time) wasn't quite perfect, but it wasn't far from it. The then current owner was an engineer in the RAF and only drove the car for 3,000 miles a year. It was serviced annually by a Saab tech who wrote a full page report on what had been done and what might need doing. The original blue folder was bulging with paperwork including a sales sheet from 1998 when the car was listed at £14,295 from a main dealer. At twelve years of age it had only passed through three owners and put 127,000 miles under its wheels.

The paint was in great condition with only flaking bumpers and a missing trim letting the side down. There was no rust on the doors and the bonnet had only a couple of pin-prick bubbles to one side. Sagging seats and worn leather were not an issue – the dove grey interior being in mint condition – even the suede inserts were still tactile. Everything electrical worked, and on the test drive the car felt responsive and smooth with an excellent gear change.

The car was my perfect spec and I could wait no longer, a deal was done for £2,500. As I told my mates from uni, for little money I had bought myself a near 200bhp coupe with leather, A/C and electric everything.

Rather than be content with my purchase I decided that while waiting for owner number three to finish his holidays and the private plate to be transferred, I should buy some alloys for it. My car's inspiration was from across the pond – a black 900 with 16" Carlsson Aero alloy wheels owned by Royce of 'Twinsaabs' fame. In fact the transfer of D SLAP took so long I had done the deal for its new wheels before I'd even picked the car up.

And so I had it, my dream car – not a bad graduation present.

Things went swimmingly for a few months. I washed and polished it regularly, and all it ever asked for was some servicing and minor repairs. I also elected to tidy the bumpers up and have the wheels refurbished.

Then the time came for a university reunion at the Monaco Grand Prix. It wasn't until we set off for home, and were still 750 miles away from Calais, that the gearbox imploded. I truly had entered the realms of Classic 900 ownership. Thanks to an estimated main dealer repair bill equal to my original purchase price the end result was an epic journey to get it back to the UK. Train journeys, nervous motorway crawls and some good old fashioned flat-bed recovery later it was back in Newcastle-upon-Tyne. A type six box was installed by my local Saab independent and all was well again – particularly the sprightly acceleration offered by the lower ratios.

It was all downhill from there though. The car started to demand more attention and, crucially, a bigger share of my monthly pay packet. Thanks to the Internet and other enthusiasts, I learnt more and more about tuning the Classic 900 and made a conscious decision that when something needed replacing I should try and upgrade at the same time.

The chassis, exhaust and boost pressure all had some attention paid to them and I experienced my first track day at Castle Combe circuit. Since then I haven't looked back and once ironically said 'If you're going to break it, you may as well have fun doing so', minutes before the headgasket went spectacularly at Bruntingthorpe proving ground. Only a few months after that I drove the final nail into the coffin for the gearbox at another track event and it failed a few weeks later.

For sometime I'd been entertaining the idea of properly upgrading the mechanicals in my quest for more power and decided it was time. Thanks to other enthusiasts and Wes at *Nottingham Saab*, my dreams were realised and now I have a car I'm truly happy with.

The bigger TD04 turbo spools up later than the smaller TE-05 unit but doesn't run out of steam at the top end. It's difficult to say what made the biggest difference as the turbo, FMIC, up-rated fuelling system and JT-swept downpipe were all installed at the same time. However, as a complete package they make the car a breathtaking drive.

Recently it was on a rolling thanks to the Lancashire Group of the



All correspondence to:

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NB Please ensure all correspondence is marked 900 Registrar

Owners Club and it made a respectable 261bhp at the fly and 225bhp at the wheels. These cars are known for their torque and it didn't disappoint with a gearbox twisting 277lb/ft at 3900rpm. Unfortunately it ran lean though and since then has had a fifth injector fitted. Hopefully this will take care of the fuelling problems.

By the time you read this it will have been on another RR session and I expect I will have turned the boost down slightly. I realise it's just a matter of time before the current gearbox goes south so I have two spares on standby – one a stronger four-speed chillcast. I hope to have enough time to rebuild it and add an LSD but we will wait and see.

So in a rather large nutshell, that's my car. Hopefully you will be able to see it at various shows throughout the year but in the meantime you can look at the photos and read the spec below.

<p>ENGINE</p> <ul style="list-style-type: none"> • 167,800 miles on original block • 2.3 N/A head • 2.1 inlet Manifold • Universal front mounted intercooler • ITG Maxogen open air filter • Mitsubishi TD04 turbo from 9000 Aero • Forge re-circulating dump valve • Abbott Racing Lucas Efi ECU • Abbott Racing 3.3 Bar FPR • Fifth injector • Modified APC box • JT Downpipe and full 3" de-cat system <p>GEARBOX</p> <ul style="list-style-type: none"> • Rebuilt late model 5-speed • Strengthened steel diff plate • Type 8 primary drive • JE short shift kit <p>CHASSIS</p> <ul style="list-style-type: none"> • Kilen lowering springs • OE T16s shocks • Goodridge braided brake lines • Front anti-roll bar removed • 16" Carlsson Aero alloy wheels • 205/45R16 Toyo Proxes T1Rs 	<p>EXTERIOR</p> <ul style="list-style-type: none"> • T16s Aero kit in anthracite • Number plate cut out for FMIC • Top Tint windscreen • Tinted tail lights • Colour-coded vent covers • New whaletail • Clear corners and smoked repeaters <p>INTERIOR</p> <ul style="list-style-type: none"> • New leather gearknob • New Nardi leather steering wheel • Leather door cards with custom speaker install • Alpine CD/MP3 head unit • Snooper Speed camera warning • Electrically adjustable 9000 Aero seats <p>FUTURE PLANS</p> <ul style="list-style-type: none"> • Bilstein shocks • Amplifier and Subwoofer • 9000 Turbo brakes
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

I vowed to register it this time round, so consider that done. Please note my change of address, which is due to my new Job. Rather than spending my time behind a bar I now work for a car magazine in London as consumer writer. One benefit is that my T16s can become a weekend car for fun and special occasions rather than my daily driver as I now have access to the test fleet. Hopefully this will manifest itself as lower running costs and increased reliability – I'll let you know how that goes!

I had the pleasure to meet Vic Hobson recently and viewed his 900 project car. A 1981 eight-valve turbo, the car is undergoing a complete restoration with Vic doing most of the hard graft himself. As I write, the car is ready for painting and hopefully I'll be able to catch up with him soon for an update.

Fellow 900 owner Nick Andrews has contacted me with some cars and parts he needs rid of. One is an 1983 four-door saloon with an eight valve turbo and the other an 1984 four-door saloon with 16 valve turbo engine. Nick also has an array of related parts and wants to see them used for something appropriate. I have a list of what's available so if anyone is interested, please contact me for more details.

If anyone has information they would like to share, a car to register or a query answered please get in touch. I'd also like to progress the idea of special register lists mentioned previously and for ways to make the registration process easier. Your feedback is welcomed on this. Next time I promise to stop banging on about me and my car and get you and yours featured. To do this I need you to provide the information and photos. I look forward to it.

Graeme

SOC Member 900 Register

Name	Mick Calvert	Area	Leicester
Mem No	020058	Registered	November 1992
Registration	K528 OCV	Purchased	November 2001
Model	900S Aero LPT	Doors	3
Ext Colour	Black	Int Colour	Grey
Mechanical	6	Interior	6
Bodywork	6		
Chassis	YS3AD35S8P2007743		
Extras			

Name	Graeme Lambert	Area	London
Mem No	018331D-9	Registered	November 1992
Registration	K637 YBH	Purchased	August 2004
Model	900 Turbo S	Doors	3
Ext Colour	Black	Int Colour	Grey Leather
Mechanical	9	Interior	9
Bodywork	9		
Chassis			
Extras	(See article)		

Name	John Sugden	Area	Barnsley
Mem No	019679-5	Registered	September 1989
Registration	G781 BAJ	Purchased	May 2007
Model	900 Turbo 8v Aero	Doors	2
Ext Colour	Cirrus White	Int Colour	Grey
Mechanical	8	Interior	8
Bodywork	8		
Chassis	YS3AD35S7K700		
Extras			

John says: 'I bought this 900T Aero S from 'The Waxworks' rustproofing experts based near Newcastle. Apparently it's quite a rare car being an eight valve Aero (1pt?).

'It's fitted with 16" deep dish alloys and a k+n air filter. Future plans include repairing the driver's seat base with a kit from Elkparts and replacing the usual sagging headlining.

'This is my first SAAB and having recently studied product design at university, I was impressed with the innovative features and styling of the SAAB 900. So much so, I can't imagine driving anything else, ever!

9000 REGISTER



HOW TO MAKE A SIMPLE JOB DIFFICULT!



All correspondence to:

JOHN CROOK

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Ipswich, Suffolk IP7 5LX

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We have proof that one other person, apart from my family, actually reads the 9000 register. Just after 'Driver' had been delivered, I had a telephone call concerning the upgrading of the 9000 headlights. Thanks very much to the person from Norfolk, can't name you because the bit of paper that I wrote your details on I passed to Dave Everett who is looking at the upgrade.

Mentioning headlights reminds me that Dave told me that on the CSE when the main beam is on the dipped beams are also operational, mine didn't operate. On consulting the official Saab wiring diagram I found that the peculiar bracket with a two-inch round thing attached to it and with two wires connected to it was a resistor. So the expensive multimeter (good old Halfords) was dug out of the kitchen cupboard to check the unit, this was not needed as when I removed one of the connections, I found that it was not pushed correctly onto its spade. The spade was between the cover and the connector. So I now have the dipped beams on glow when on main beam. I cannot see the difference. The area where we live in Suffolk is prone to power cuts, so I carry an emergency set of tools in the kitchen cupboard hence the retrieving of the multimeter.

Now I will come to the point of the heading of this article. I have ridden motorcycles for 47 years, averaging 17,000 miles a year, maintaining them myself. Obviously maintenance of a bike is a bit easier due to accessibility so checking and working on brakes is far easier. I have always replaced brake fluid yearly and calliper seals bi-annually, so a set of seals for the usually neglected 9000 rear callipers was purchased. When the first calliper was removed I realised that it was not worth resealing, rust, age, road gunge and brake dust had taken its toll. Have you seen the price of a new Saab one? I have just paid off our mortgage and don't want to go down that road again! Good old GSF, their overhauled ones are £60 each, the ones that I bought had Saab cast into the calliper body. Trouble was that one of the new ones had a seized adjuster plug and its replacement had a seized handbrake lever! The GSF staff were most apologetic and delivered a replacement. Then I goofed, the handbrake cable bracket on the new callipers was the other way up to the old set up so fitting them with the bracket as per old ones putting the bleed nipple on the bottom. Swapping the callipers from side to side cured this problem. New front pads were fitted and the fluid changed, result! Poor brakes. The more I drove it though the better the brakes became. I mentioned this to the MOT man and he said that most cars over about six years old suffer from this.

I had taken the 9000 to get it MOT'd with a pushbike in the back, the only trouble being was that I had not ridden pedal power for many years so the heart and lungs objected to exercise strongly, this made me think that if I used them harder, the better they performed. The car was not very happy at exceeding 3500 revs when I got it, after gently bringing it above that figure it performed much better.

When the internal workings had recovered I took my Moto Guzzi 1100i Sport motorcycle for MOT. It was very nice to ride a powerful bike again, overtaking very quickly and I could feel the state of the road surface through the saddle, I am of the opinion that all car drivers should ride motorcycles before receiving a full car licence. Anyway, the car passed MOT without any recommendations, so two MOT passes in one day is a bloomin' wonder and I am a happy bunny.

Just looked at the events page on the Club Website, new format is super and very user-friendly. If the rest of the site is rewritten as good as this then I think that it can only enhance the Club's image.

I served my apprenticeship with Simms Motor Units, involved in the manufacture of diesel fuel injection equipment for commercial vehicles, mainly Fords. Even then (late fifties early sixties) the engineers were trying to speed up diesels for car use. Have they succeeded? I wonder. After reading Scott McGregor's 9-3 notes showing fantastic torque that is in the diesels genes I worked out that the maximum torque over only 900rpm, thus a gearbox offering at least six speeds has to be used, lorries can have up to sixteen ratios. My 9000 has a power band of around 3500rpm and a five-speed gearbox. The fuel equipment for diesels has to be manufactured to much finer tolerances than as for petrol engines thus increasing costs. Yes I am a petrolhead.

And finally, do not forget to quote your Membership Number in your dealings with the Saab Club, especially when registering a vehicle. Oops! I have not registered mine. Now where is my Membership Number?

John

NEW REGISTRATIONS

Name	Area	Mem No	Year	Model
Paul Rush	W Sussex	18910	1996	9000 CDE
Michael Shepherd	?	20067	1995	9000 V6
Martin Alvey	Norfolk	19965	1997	9000 CSE Anni
Philip Flack	Saffron Walden	?	1997	?
John Crook	Ipswich	18850	1994	900CSE

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Some of the systems currently available are:

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V4 95 96	67-77	£313.87	£449
90 2L SAL	84-86	£286.54	£410
99L GL EMS GLS GLE SAL	76 on	£284.21	£407
900 GL GLE EMS GLS CD	79-83	£286.41	£410
900 900i	85-90	£327.87	£410
900 Turbo	81-82	£380.56	£546
900 Turbo	84 on	£368.83	£529
900i 16V Cat	89-91	£251.44	£359
900i 2L 16V HB	88-91	£327.87	£470
900i 2L 16V CAT	91-93	£224.27	£320
900i 2.3L CAT 16V	10/93 on	£375.93	£540
900 Turbo CAT 8V	89 on	£237.67	£339
900i 2L Turbo 16V CAT	10/93 on	£275.93	£540
900i 2L Auto CAT	10/93 on	£375.93	£540
900i 2L CAT Manual	10/93 on	£314.98	£451
900i 2.3L CAT	93 on	£375.93	£540
900i 2.5L CAT V6 24V	94 on	£330.12	£473
9000 Turbo 16V HB 5dr NFP	85-88	£359.09	£515
9000	86-88	£359.09	£515
9000 9000i	86-90	£327.87	£470
9000 5dr 2L HB CD Turbo NFP	88-90	£359.09	£521
9000 2Li Turbo CAT CS	92 on	£359.09	£521
9000i 2L 2.3L CAT, various models incl HB CS CD Turbo	10/89-92 on	£286.43	£409
9-3 2.01 CAT B2041	02/98 on	£366.67	£526
9-3 2.01 CAT Turbo B204L	02/98 on	£366.67	£526
9-3 2.01 CAT B2341	02/98-09/98	£366.67	£526
9-3 2.2L TDI CAT HB	03/98 on	£380.64	£546
9-5 2Li 2.3Li Turbo CAT Sal	06/97-09/01	£430.29	£618
9-5 2Li CAT Est	06/97 on	£358.20	£514
9-5 2.3Li Turbo CAT Sal	07/99 on	£495.16	£712
9-5 2.3Li CAT Est	07/00 on	£521.08	£750
9-5 2.3Li Turbo CAT Sal	06/97-09/01	£495.18	£712
9-5 3Li Turbo CAT Sal	06/97-09/01	£389.65	£559

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

9-3 REGISTER



All correspondence to:

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Decisions, Decisions?

Life is full of decisions, some we enjoy making and then some we do not. After much deliberation and thought, I have sold my 9-3. The decision based around a change in my personal circumstances, resulting in using the car for more short trips than I wanted (including a rather large increase in mileage) and two large dogs that had trouble fitting into it. I had bought myself a cheap run-around to cover the excessive travelling which was large enough to accommodate the hounds.

The money from the sale of the 9-3 had been put away to save for another car. No, not to stray away from Saab but to move onto a 9-5 Estate.

All was going well until Wednesday, 12 March 2008, when Mr Darling dropped the bombshell of higher road fund licensing in the Budget. The plan was to buy a younger 9-5 (post 2001) with the view of keeping the vehicle until it had seen better days. £300 a year to just tax the vehicle is simply outrageous, yet a car registered prior to March 2001 has its own separate bandings which cost considerably less to tax.

Selling my 9-3 seemed like a good idea at the time, and it was. But thanks to a decision made beyond our control, our ability to choose for ourselves has diminished. Will the decision to raise road tax to an extortionate level come back and haunt the Government? I sure hope so.

Mark Stiles' 9-3 Aero MapTun exhaust

Thank you to Mark Stiles (18505) for writing to me regarding a visit to *APL Saab* and a run-in with the tuning trolls.

"My 2002 9-3 Aero hot Auto had recently had its 'big' service (slightly early at 60,000 miles, but I'm a fairly low mileage driver) and was coming up to the end of its third year in my ownership, so I decided I would reward its faultless reliability with a performance upgrade. As a Professor of eLearning, I do my research on the Web and started by asking every Saab forum I could find what tuners people would recommend. All had their supporters, but I noted that *MapTun* had by far the fewest critics, so I decided to investigate further in that direction. I noted that the nearest – not that near at 90 miles though – *MapTun* franchise was *APL Saab* in Kirkham, Lancashire, so I e-mailed them with some questions.

"I got a very prompt reply from Ken at *APL Saab*, who answered my questions – and a number of follow-up queries – very clearly in a most reassuring way. I eventually settled on a *MapTun* Stage 3 upgrade (ECU, full exhaust and air filter) plus a 22mm anti-roll bar which Ken recommended as the best way to sharpen up my car's handling. Ken even turned down the offer of a deposit, saying that whilst he normally asked for one, he could tell I was genuine and he was old-fashioned like that! And so a date was set...

"Needless to say I picked one of worst days weather-wise to drive up to Kirkham after work, with high winds blowing trucks over and threats of snow-storms, but I made it OK and after a pleasant night in a country hotel set off first thing in the morning. Ken and his colleagues made me very welcome (and comfortable) and supplied cups of tea and passing chats as they worked on my car. I was struck by the care taken – particularly with the 3" exhaust with sports catalyst which didn't leave a lot of room for manoeuvre! Ken and colleague took the car out on a test-run, came back, adjusted things, and went out for another run. This time they came back smiling and pronounced the car 'good'. Having started at 8.30ish they had me away on my return journey before 2.00pm, for which I was very grateful as just after getting home the weather turned very nasty indeed. Overall, dealing with *APL Saab* was a pleasurable experience and I'd recommend them to any Saab enthusiast.

"That was at the beginning of February and since then I have slowly been exploring the potential of my much more powerful car – the upgrade has taken it from 205bhp and 270Nm to 270bhp and 370Nm – and its much improved handling. The performance is now frankly startling, with tremendous mid-range 'grunt', and the car now corners flatter and more confidently and suffers from much less torque steer.

"I'm delighted with 'upgrade experience' which had the icing put on it by my insurers (the AA) who found me a revised quote at £50 less than I had been paying before! (Ah well, there are some rewards to being a 57 year-old Prof then...)"

Alastair Smart's 2008 9-3 1.8t Vector Sport

Alastair Smart (1969) has also been in touch to let us know of a change of vehicle. Alastair has changed from a 9-3 1.8t Vector Sport 4dr Auto to a 9-3 with the same specifications although a 2008 model in Nocturne Blue.

Alan Hobson has jumped ship

And finally, Alan Hobson (18335) has informed us that he has jumped ship and joined the 9-5s. I hope I don't get you in to trouble when this is printed Alan! "It is with a very heavy heart that I have to report the loss of my beloved Convertible! On the orders of 'she who must be obeyed', something with a higher and more comfortable seating position had to be found.

"16 February was the sad day when 'Joe' was replaced with a new 9-5 TiD (150) saloon in Ice Blue/Parchment – even the extremely sweet price of 'Bluey' could not lessen the sadness with which Joe's keys were handed over! Whilst her indoors is happy, Bluey has still got a long way to go before she earns my affection!"

Scott



Alastair Smart's 2008
9-3 1.8t Vector Sport



Mark Stiles' 9-3 Aero MapTun exhaust

New Registrations

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

Alastair Smart (1969), 2008 9-3 1.8t Vector Sport in Nocturne Blue.

Geoff Markwick (19917, Stroud), 2000 9-3 SE in Cosmic Blue.

Stephen Watson (20031, Redditch), 2001 9-3 Aero in Metallic Blue. Up-rated rear anti-roll bar and dump valve fitted. Vigen Rescue Kit and ECU, both supplied by Abbott Racing are planned.

Chris Shouelton (20054, Harrogate), 2006 9-3 Aero Convertible in Silver. Fitted with satellite navigation, telephone, reverse parking sensors and Hirsch ECU.

Adrian Coulson (20096, Bucks), 1999 9-3 Convertible in Silver. Adrian's intention is to return his car to showroom condition as a classic, but also an every-day car.

9-3SPORTSSALOON REGISTER



Hello to one and all. I've been working up to writing my first column since the beginning of the year now and even so I'm still struggling for something to say so, I think really it is going to be best to just introduce myself and hand over to you.

I'm in the motor trade and have access to most if not all of the technical info regarding the 9-3s so if anyone has any technical questions or need any technical help then please don't hesitate to get in touch.

If I can't answer your questions, then I will do my best to find one for you.

We are all eagerly waiting the arrival of the Turbo X and when it arrives I will do my best to try and get one driven so I can give you the

inside track on how it performs and feels.

As it has been said before, 'it's your magazine' and I hope the changes that are taking place will benefit all of us.

Both Scott and I will be sharing the information he already has regarding 9-3 Members who have contacted him and I do hope that even more of you will get in touch and register your cars in the future.

Please do get in touch with me either by e-mail, mail or by phone if you have any suggestions on any features or areas of 9-3 Sports Saloon ownership you would like me to cover in the next issue.

Andy

All correspondence to:

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York, YO26 7PP

Telephone: 0773 4350969

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



Display Advertising

Anyone in the business of selling goods or services related to the motor car, as a general rule, can advertise in the 'Driver'.

If Members can recommend a service or would like to suggest someone to our Sales Executive we would be most grateful, the more revenue the Club can bring in, the more money we can spend on the Club.

Your Sales Executive is:

Kay Scott

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9-5 REGISTER



WHAT HAPPENED EVERYBODY? WHERE ON EARTH HAVE ALL THE REGISTRATIONS GONE? I KNOW THAT THE WINTER HASN'T BEEN THE BEST AND THE COST OF KEEPING YOUR 9-5 ONCE AGAIN HAS GONE UP DUE TO THE BUDGET, BUT WHERE HAVE YOU ALL GONE? DIDN'T ANY OF YOU BUY A 2008 PLATE 9-5 AT THE BEGINNING OF MARCH?

Our first registration this time actually isn't from the UK (or at least not all of the year). Richard Smith e-mailed us this time:

"Hello, and greetings from sunny Israel, where I have been living for the last five years, since leaving London. Nevertheless, I do spend around five months of the year in the UK, three and a bit months in the summer touring, and two or three shorter stays in London. I still keep a Saab in London for use during my stays, and do about 6,000 miles each year.

"On 20 July, while I was attending the Cheltenham Festival of Music, I lost my car, 9-5 2.3SE, when I was only 200 metres from my accommodation, in Woolstone. I had been driving in about six inches of water, turned into the lane to cross the brook at the foot of Woolstone hamlet, when I was suddenly in knee-depth fast flowing water, and equally suddenly the engine seized. So please remove that car from the 9-5 Register and add in its place the car I replaced it with, also a 9-5 2.3SE.

"Like Eric Thelen, my insurers, HSBC, wrote the car off. Unlike his insurers, HSBC told me that government regulations forbid a car which has shipped ground water into the footwells must be scrapped, on the grounds that the floor pans will inevitably rust through within two years."

Thanks for e-mailing us Richard. Coming from Cheltenham it is hard for us to not feel slightly guilty about your troubles. For those who haven't ever visited Cheltenham and the surrounding area it is a lovely part of the world (OK we are slightly biased). Like many others we had seen the floods earlier in the year elsewhere in the country but it really isn't until you see places that you know flooded that it really sinks in quite how helpless you are against flood water.

The camera crews have gone but there are still plenty of people locally still living in caravans whilst their houses are repaired, some of which have been flooded a couple of times since July as well. There

were some really frightening stories of what would be considered to be pretty solid vehicles that were caught up in the water last year with a Volvo estate suddenly floating like a barge down a dual carriageway that it was travelling along and also a Jeep Cherokee that was driven through some water and very quickly went completely under with the driver having to be rescued through the sunroof. Fortunately we were only affected by not having running water for several weeks, but many others including Club Members around the country weren't so lucky. I am pleased to hear you are sorted with a new vehicle Richard.

Alan Hobson also emailed to let us know that he had changed his vehicle:

"It is with a very heavy heart that I have to report the loss of my beloved Convertible! On the orders of 'she who must be obeyed' something with a higher and more comfortable seating position had to be found.

"16 February was the sad day when 'Joe' was replaced with a new 9-5 TiD (150) saloon in Ice Blue/Parchment - even the extremely sweet price of 'Bluey' could not lessen the sadness with which Joe's keys were handed over!

"Whilst her indoors is happy, Bluey has still got a long way to go before she earns my affection!"

So, a free choice where there was only one option! All sounds like 'Hobson's Choice' if you will excuse me for bringing it up! I am sure by now you are enjoying it Alan. Please do let us know how you get on with your car.

Other new registrations this time come from Philip Cross who registered his Aero Estate on a 55 plate in Steel Grey. Philip has now covered 55,000 miles in his car. The interior on the vehicle is black/parchment. A cracking colour and model combination here Philip.



All correspondence to:

TIM, JULIAN AND TREVOR BAYES
10 Barrington Avenue, Jessops Wood,
The Reddings, Cheltenham GL51 6TY
Telephone/Fax: 01452 855551
E-mail: 9-5@saabclub.co.uk

Stephen Ryan registered his 9-5 SE Auto. Stephen's is also an estate, this time in Silver with grey interior and the 2.3lpt engine. Just run in at 103,000 miles, this will no doubt be just as good as the day it rolled off the production line.

Also with around 103,000 miles on the clock is John Brooke's Griffin saloon. John's Griffin is a 2000 model in Blue with cream Leather.

Well, that's it for registrations this time and for those that have started to count the words, we are at 824 now! With a fear that anybody who had their thumb in the wrong place may miss the entire 9-5 Register article, I thought I had better start scratching my head to think of something to write. Thanks to John's car I had an idea. The Griffin was supposed to have just about every extra that you could want but what extras are there available that maybe you would like to look at putting on your own vehicle.

First one on the list is all very practical and actually surprising as to how little you can pick it up for. Buying a second-hand Saab, you can't always guarantee the exact specification you are going to get and very often Park Assist is one of those things that you would really like but maybe your car didn't have it on it. If like us your 9-5 was missing Park Assist when you purchased it you may also think that this is really expensive as it means new bumpers, painting and hours of labour in your friendly dealer. Actually here you would be wrong. There are plenty of websites out there that will sell extremely well priced accessories, one of which I picked up on through the 'Driver' quite a while ago – www.carpartsconnexion.com is a site where many Saab agencies advertise parts that they are selling. To give you an idea of how much discount some of the parts have on them the list price for park assist for a 9-5 is somewhere in the region of about £275. At the time of writing this I have just looked on the [carpartsconnexion](http://carpartsconnexion.com) site and there are several around the £100 mark and one as low as £95.

If you haven't ever seen the Park Assist Kit, it is pretty clever. The 9-5 in both saloon and estate forms has a replaceable strip on the rear bumper. By removing this strip and replacing it with one pre-moulded to take the sensors, you have a proper Saab Park Assist without any drilling and definitely no painting. We really aren't skilled mechanics and have fitted two of these now and you don't even need to get that dirty to do it. Please be prepared that you do need to remove some of the trim and the bumper does really need to come off but, with a lot of patience and a bit of care, it can all come off and go back on and for a couple of hours, work and around a £100 you are left with an extra that has saved you a packet and could save you more by avoiding a nasty accident. Definitely an extra to consider if you don't already have it.

Cruise Control – not always an extra and also not always used but if you don't have it, it is worth considering. Again looking at www.carpartsconnexion.com you would probably be surprised to hear that this could be yours for around £25. If you aren't used to this as part of your driving it really can make life a lot easier. In particular, if you do a lot of motorway driving, to be able to set the speed and relax a bit can make you feel a lot less tired when you arrive at your destination. No it isn't an auto pilot as you do still need to use the wheel but in particular when driving through roadworks on the motorway can make the cameras a bit less of a worry.

Auxiliary Power Outlet – for an estate again a pretty useful extra if you don't already have it. With powered cool boxes coming down in price all of the time, whether going away or even doing the weekly shopping to have this in the boot can make a huge difference. So how much is this extra? Back to [carpartsconnexion](http://carpartsconnexion.com) and this could be yours for £11.

Bag Holder – a Saab accessory designed to fit just inside the boot and allows bags to be held up avoiding spillage. If you don't like the idea of this what about a Rubber Mat to stop items flying around. Check this out with your local Saab agent or look on the Internet. e-Bay is a cracking place to find these second-hand for as little as £20. There really isn't a lot that can be wrong with it as it is simply a piece of rubber. Whilst still in the boot, how often have you scratched the top of your bumper trying to put an item in? Again a Saab accessory is available which is basically a little mat that fits inside the boot and can then be pulled out over the top of the bumper to either protect the bumper when you load items or to use as a seat and protect your clothing.

Dog Guard – not necessarily just for those with dogs. If you have an estate and regularly carry items in the back, one of these may just save that item being catapulted at the back of your head next time you brake at the traffic lights!

As Erik Carlsson once said: "Saabs are about the ability to distinguish between intelligent design and trends in fashion." There are loads of really well designed accessories and extras out there for your Saab, some of which are maybe a bit over the top but many of which can actually change your life for not a lot of money. Please let us know how you have added extras to your car to either make life a little easier, add a little luxury or to improve the look of your vehicle. No matter how small or large your change, there is probably someone out there who would like to do the same. Have a look around and let us know of any website that you see offering parts and we can let everybody else know. We will have more on accessories in the future.

Many thanks to everybody who contributed this time and for those who haven't, it's your fault we have close to 1000 words of waffle added to the end of the registrations. Shame on you! Don't let it happen again!

Tim

Weardale Navigational Rally 2008

This year the Weardale was part of the Tyneside MSG Navigational Rally Championship rather than NESCREO but was expertly organised once again by Durham Auto Club along familiar lines.

Starting from West Auckland the tortuous route followed a network of nearby narrow, wet and very muddy lanes before heading off into Teesdale. There were four classes – Expert/Non-Expert who had to find their way completely by ‘plot and bash’ and Newcomer/Historic (in which we were entered in the trusty V4) who got part of the route pre-plotted onto the maps with half to be done by ‘plot and bash’.

Navigated again by Keith Simpson, we were scheduled to be running last on the road, but were surprised to find ourselves quickly moving up the order as others floundered over the maze of lanes or with mechanical gremlins. Occasional heavy rain showers added to the fun, but not for the marshals having to stand out in it – we understand there were a few flakes of snow on the higher parts although the worst we saw was sleet. The Clerk of the Course had warned at the Drivers’ briefing that some roads might be flooded and he was so right! Fortunately there was only one part that we hit without warning, getting through unscathed without

slowing down, but plenty of others where a quick deviation was the order of the day!

The later part of the route ran from Upper Teesdale over the hills and into Weardale – 1000 feet to 2000+ feet and back to 1000 feet in less than five miles (with a valley in the middle) and then briefly onto the high fells on the north side of Weardale. We had hot and squeaky brakes by the end of that little lot!

Unlike some other competitors whose cars didn’t last the night – one suffering total front suspension collapse and narrowly missing a ditch and stout stone wall – the Saab performed faultlessly and we successfully stayed on the correct route all night – well done to Keith as I often hadn’t a clue where we were. But then all the driver has to do is drive?

The event ended in Stanhope, with supper laid on at the local Working Men’s Club. Results were quickly computed, with no complaints, queries or protests. This showed us to first in the Historic Class, second in the combined Newcomer/Historic category and fourth overall.

All in all a highly satisfactory result and a very enjoyable evening’s sport. Many thanks to Durham AC and all the marshals for putting on a good event. Roll on next year!

John Wood

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Robin Hood Stages 8-9 March, 2008



Night Service in scrapyard: John Parker's team has just found a stripped crown wheel and pinion in the transmission. In two hours time the engine will have been taken out and put back with a new gearbox. Jim Valentine's team have finished their safety checks and are fully focussed on finding dinner.

There's nothing quite like hurtling towards a corner, unsure of its direction and hearing your navigator call 'turn square left'. It turned left, but if it had turned right at least the co-driver would have been covered...

With Julian Stocks now retired, Caroline Lodge agreed to babysit me before Andy Harris steps into the role of navigator at the Severn Valley Stages (quite possibly in the nearly completed Saab 99 'Polar Bear').

We haven't done the Robin Hood since 2005 but it was rather like putting on an old shoe. Rallies all have their own identities, generated by the terrain, their demands on the competitors, their organisers and their level of difficulty. The Robin Hood is probably the best run of all the events in the BHRC calendar. However, the stages are all relatively short and because Nottingham is no longer home to acres of wood for robbers to hide in, many remained quite familiar from previous years. Furthermore, because of the grid-like pattern of the forest roads, the corners are predominantly square rights and lefts.

Emboldened by our finish in the RAC last year we were keen to capitalise on the car's good performance and put in some non car-breaking stage miles. I had been hoping to do better

with this rally. Anticipation was high for the event with an amazing entry list of nearly 100 historics, and big names in grand cars (Bjorn Waldegaard in a Lancia Stratos and Stig Blomquist in a Ford Escort).

The surfaces were all in perfect condition, not what we like at all: the Saab really enjoys ploughing through the rough stuff. As it had been surprisingly dry in the run-up to the rally the stages were really dry. That said, since the surface is quite sandy, some of the corners where one would have expected mud turned out to be more like sandpits. You carry a lot of speed into the corner and then bog down on the exit.

After an anxious moment when a broken shoelace on the driver's race boots threatened early retirement, we took to the event start on Saturday evening. I'd been looking forward to competing in the dark; but on the night I fluffed it. We had the familiar problem of the spots draining the battery. Caroline charitably commented that she'd never seen braking so late into a corner, select second gear, turn on one set of spots, accelerate past apex and turn off spots cornering system before. Our times were really shameful. A bit sad when one was hoping to use the event to underline some improvements.



TEAM: JAYHAWK

Anyway, we slunk back into service with a small list of running repairs and regular checks, the car being pretty much on song. There we found John Parker with a long face: trouble with his transmission. As it happened I had with me a rebuilt gearbox for Nick Pinkett so before you could say 'Saab service', a decision to swap boxes was taken. An extraordinary number of enthusiasts were present so our team's efforts weren't required. Caroline and I retired gracefully with the service crew to get something to eat and an early night. It was a relief to hear John had the boxes swapped and was road-testing the change in two hours flat: impressive enough in a garage, let alone in a car park.

Sunday started a little dimmed by the rubbish performance the night before. I had a befuddled day trying to sort out my hand positions on the wheel, and not braking late enough for corners given the surprising amount of grip on the dry surface. While busy trying to sort out my hand positions I seemed to forget where my feet were supposed to be. My driving was all over the place and I even revisited an old and dangerous friend: the lift off the throttle having gone into a corner too fast, as good a way as any to roll a Two-Stroke. That said, some of the acute turns went well enough; you can't gain time on these

corners but you can lose a lot if you get them wrong.

Curiously, I seemed to go quickest when I got cross and launched down a stage with a bit more aggression. I've been trying to curtail the aggressive side of my driving, aggression quickly giving way to a lack of talent (see previous crashes); and trying to develop a more analytical approach. This in turn has led me into being something of a competing spectator. Mental state is an important part of the process and finding the right persona for the most effective speed will continue to demand attention. At our best we are still several seconds a mile behind John Parker's equivalent car (competitively, that is an age) but at least we are travelling relatively safely and consistently. The car is going better than ever and there is so much more speed to be had from the driver.

On the positive side we got round without any major scares and no contact with the undergrowth. The car went stunningly well and was ready long before the event. She ran like clockwork up until the last stage when the clutch tolerance had increased and it was getting difficult to select gears.

Jim Valentine and Caroline Lodge

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Executor's Sale

'L' reg, tax free motoring! Canary Yellow, 25,477 miles on the clock. Previously owned for many years by a Saab mechanic. Garaged for the last four years but no MOT. Usual rust spots. Floor pan looks good and feels solid. Some damage to windows, spares included. Suspect clutch and oil pump, used spares included. Opening sunroof, clock, tow bar, extra front lights, CB radio. Engine runs and sounds good. Tow or trailer away... £300 ovno. Tel: 01424 426672 (Hastings, East Sussex).

96 V4

1976 Souvenir Edition

37 of last 150 in excellent condition and including full shed-load of spares (engine, gearbox, motors, new sills, door, bonnet, glasses, trims, seats, switches etc). History from new, Saab garage manual, always garaged. Maintained by Saab mechanic, solid and reliable. Near show condition, just needs few touches. £2,000. Tel: 0141 7795746 (Glasgow).

99

99 Sand Yellow

DNC 256Y, 4-door, 5-speed. Inka wheels, 100,000 miles. Only two owners from new. On SORN 18 months. Previously maintained by Concept. £1,000. Tel: 02920515829 (near Cardiff).

99 Turbo

1981, 120,000 miles. Stood for 10 years. Engine, box and wheels good. Any reasonable offer. Tel: 07742668242 (Worcestershire).

900

900SE 16V

Light Pressure Turbo. 1992, 5-door. Manual, Le Mans Blue with blue leather interior. 111,000 miles, MOT, Tax September 2008. A few jobs to make excellent. Can e-mail pictures. £890 ono. Tel: 01491 838607 (Oxon).

Classic 900S

Turbo Convertible AL condition, 1992 'K' reg, Bright Red with grey cloth. 125,000 miles. Two owners. Good service history, all usual extras plus Sony Face Off 10 disc multi changer and life-time tracker. Offers over £5,000. Tel: 01935 421666 (South Somerset).

900i 'A' Reg

1984 Red with beige interior, sunroof, 8 spoke alloy wheels. Fantastic condition. One owner from new. Full service history. 101,000 miles. Tax and MOT September 2008. Sensible offers. Tel: 07734703870 or 01273 501442 (Brighton).

Classic 900 Turbo Convertible

1990 automatic, red tan leather. Recent new hood, 10 CD changer, air conditioning, immobiliser. 70,000 miles. Good condition, serviced and MOT'd May 2009. £3,350. Tel: 020 83402176. Email: gordonwilson@southwoodlane.freesevice.co.uk (Shrewsbury).



900i 8v

1987 (D), 4-door, 170,000 miles, one family owned from new, full service history, utterly reliable & uses no oil. Excellent bodywork and interior. Runner but not used for five years hence no Tax or MOT. Good home wanted. Offers. Phone for more details. Tel: 07764 335042. (Bucks).



900S LPT M3 Aero

1991, 3-door, Metallic Grey with grey interior. 12,600 miles. MOT and Tax October 2008. Body and mechanically in very good condition. Much history, many extras. Always garaged, three owners from new, last one 12 years. £1,900 ono. Tel: 01606 852582 (Cheshire).

900SE

1995, 130,000 miles. Engine oil leak (not investigated) and heater not working. Tatty paint, but no rust. A quick, reliable, fun car, replaced last year by 9000. Runner, but out of Tax and MOT. To be collected from Lanarkshire, ML12 6SU. Tel: 07770420999 – Also free to a good home, spares or repairs. Surely too good for scrap! (Lanarkshire).

900i

1987, 5-door Cherry Red/Grey. Two owners, full Saab service history, garaged. 136,000 miles. Recent new headlining, battery, exhaust. MOT and Tax. £995. Tel: 01472 814772 (North East Lincolnshire).

9000

9000 Anniversary 2.3T

1998, auto, 95,000 miles. Silver/black leather. 16" aero alloys, full service history, mainly Saab, totally original car in really excellent condition. Recent new discs and pads all round. Sale due to 900T 16S. £1,495. Tel: 01652 653979 (North Lincolnshire).

9000CS LPT

1996 'P', 2-litre auto. 128,000 miles. Red with grey velour interior. Very good service history and very good condition, we have owned it for nearly five years. Air-conditioning, alloys, twin airbags, four good tyres. Three months Tax and MOT. £1,495. Tel: 01980 622527 (Wiltshire).

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9-3

9-3 Silver Coupe

Most desirable, 'V' reg. MOT October. Full service history, 50,000 miles. Abbott engine and steering upgrades. Climate control, reversing aid, ABS, driving lights. £3,000. Tel: 0113 2689661 (Leeds).

9-5

White, 2.0, 98S.

165,000 miles, one owner for past eight years. Saab sports chip (192bhp), Aero shocks and springs, ALU28 17" alloys. MOT to September 2008. FSH, SID with all pixels! £1200 ono.

Tel: 0131 312 7888 or Mobile: 07734 156101. Email: richardbull@blueyonder.co.uk (Edinburgh).

Wanted

95 V4 Estate

Front bonnet grill badge and expansion bottle. Tel: 01444 241313 (daytime), 01273 833062 (evening) (West Sussex).

Bits & Pieces

96 V4

Still some clean parts left for 96 V4s. Glass, bonnets, starter motors, some fittings, wheels, rear windows, radiators, etc. Tel: 01442 259100 (Hertfordshire).

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9-3 (1999) 4 x Pirelli P6000 195 65 15V on steel wheels with wheel trims. Good tread depths £120. 9000 (1996) 4 x Pirelli P6000 195 65 15V on steel wheels with wheel trims. Good tread depths £80. Tel: 01794 322601 (Romsey).

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1996, 5-door black with grey cloth interior. Air conditioning, ABS, electric windows, new radiator, new front brakes, coded Saab stereo and CD multiplexer. 2.0 Manual non-Turbo car at Bradford. jejpope@aol.com. Tel: 07771710699 (Swansea).

Misc

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"Our researchers were determined to develop a product which didn't need hours of elbow grease to bring about a shine to be proud of."

That ethos has been extended to every one of the retail products now available. These provide a complete vehicle cleaning system both inside and out, a system carefully developed to make it both user and environmentally friendly.

Autoglym is available in more than 4,000 accessory shops and other outlets in the UK, a product instantly recognisable by its distinctive and stylish branding.

No other vehicle-care product manufacturer has won as many awards or recognitions as Autoglym. Motoring and motor-cycle magazines, both trade and consumer, frequently give it top marks in surveys, with five-star ratings being repeatedly awarded.

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We have one Autoglym Valet Case which retails for £39.99 to give away to one lucky reader. Each case contains Bodywork Shampoo, Car Glass Polish, Super Resin Polish, Paint Renovator, Intensive Tar Remover, Clean Wheels, Bumper Care, All Seasons Screenwash, Aqua Dry, Sponge and four Polishing Cloths.

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Most Jetex exhausts are made from stainless steel. We use (where possible) a minimum of 2.5" pipe diameter, increasing to 2.75" for higher performance engines. All our systems are free-flowing for maximum torque and power increase. All our systems are designed to EC/TUV specifications, ensuring excellent fitting, sporty but unobtrusive sound levels and high quality manufacture.

900 series, 93 series, 95 series, 9000 series Coupe, Cabrio, Viggen, Aero, Estate and Sports Saloon models, Turbo and non-Turbo engines.

Hi-Flow Air Filters

Jetex air filters are made from 4 layered cotton gauze material, ideal for maximum air flow and dust retention. All our filters are pre-oiled and ready to fit. Simply replace the standard paper filter with a Jetex for smoother engine performance.

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