

# SAAB DRIVER

NOV/DEC 2007 • ISSUE 6/2007 • £5.00

The Magazine of the Saab Owners Club of Great Britain Limited



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**8**



**12**



**34**



**58**



This issue's cover features the new Saab Turbo X, launched at this year's Frankfurt International Motor Show.

Please state your Membership number in all correspondence

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# GENUINE PARTS CLEARANCE

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Part No	Description	RRP	Sale Price	Model	Branch	Part No	Description	RRP	Sale Price	Model	Branch	Part No	Description	RRP	Sale Price	Model	Branch
<b>Saab 900 Classic</b>																	
6914618	Ft Bumper (Black)	E451	E276	86 - 93	N	4508081	Mirror drive unit (motor)	E108	E45	98-03	P	4508081	Mirror drive unit (motor)	E108	E45	98-03	P
108549438	Light Switch	E51	E25	ALL	N	4570917	O2 Sensor (After cat)	E105	E47	petrol	P	4570917	O2 Sensor (After cat)	E105	E47	petrol	P
107541451	Alternator Bushes	E10	E4	900 - 92	G	4616124	Headlamp switch s/s -12760589	E69	E35	98-05	P	4616124	Headlamp switch s/s -12760589	E69	E35	98-05	P
<b>Saab 900</b>																	
4241311	Handbrake Cable LH	E17	E7	94	N	4818084	RH Mirror glass	E79	E27	98-03	P	4818084	RH Mirror glass	E79	E27	98-03	P
4241329	Handbrake Cable RH	E19	E9	94	N	4855235	CV Roof 5th					4855235	CV Roof 5th				
4307880	Door Hinge RH upper	E42	E27	94 - 98	N		bow latch motor lock device	E218	E95	98-03 cv	P		bow latch motor lock device	E218	E95	98-03 cv	P
4389847	Frame RH Mirror front	E7	E4	94 - 98	N	4904660	RR Ashtray	E118	E35	98-02	P	4904660	RR Ashtray	E118	E35	98-02	P
4444741	V6 Spark Plugs	E5	E2	94 - 98	N	4925590	Clutch hose master cyl - gbox	E70	E35	98-03 M	P	4925590	Clutch hose master cyl - gbox	E70	E35	98-03 M	P
4534160	Knob seat tilt 3dr	E9	E5	94 - 98	N	4932026	RH Mirror housing	E125	E45	98-03 3/5d	P	4932026	RH Mirror housing	E125	E45	98-03 3/5d	P
4550430	Seal cv c post	E27	E17	95 - 98	N	4956181	FR Bumper cover	E467	E150	non aero	P	4956181	FR Bumper cover	E467	E150	non aero	P
4712618	Amplifier	E494	E325	94 - 98	N	5062203	Front brake pad kit	E59	E24	98-03	P	5062203	Front brake pad kit	E59	E24	98-03	P
4737607	R/H/F Dr Lock Mtr	E35	E26	96-98	N	5117411	LH door aperture seal	E93	E32	98-03	P	5117411	LH door aperture seal	E93	E32	98-03	P
4646030	Hand Brake Lever	E45	E26	96-98	N	5167895	Inlet manifold pressure sensor	E64	E24	2.2ides	P	5167895	Inlet manifold pressure sensor	E64	E24	2.2ides	P
4468005	H/L Adj Motor	E89	E49	94 - 98	N	5204243	Drivers airbag module	E548	E180	01-03MY	P	5204243	Drivers airbag module	E548	E180	01-03MY	P
4494837	L/H Outer Door Handle	E132	E45	3-5 dr	N	55196766	Exh manifold / turbo 1.9TID 16V	E511	E260	06MY	P	55196766	Exh manifold / turbo 1.9TID 16V	E511	E260	06MY	P
5184841	Window Motor R/H	E190	E65	CV	N	5955273	Oil pump (petrol engine)	E310	E100	98-03	P	5955273	Oil pump (petrol engine)	E310	E100	98-03	P
6940365	Decor Strip	E11	E13	92-94 c	E	12785709	16" 10 Spoke alloy call for details	E270	E100	03-07MY	P	12785709	16" 10 Spoke alloy call for details	E270	E100	03-07MY	P
108590838	Light Switch	E51	E25	ALL	G	12798672	Roof bar mounted load stops	E36	E19	03-07MY	P	12798672	Roof bar mounted load stops	E36	E19	03-07MY	P
104240941	Tailgate Emblem	E45	E14	ALL	G	<b>Saab 9-5</b>											
4294886	LH Front Seatbelt 5dr	E274	E110	900 94	P	<b>Part No</b>											
4538977	Alarm control unit	E466	E180	900 86-98	P	<b>Description</b>											
4242749	LH Track rod end	E29	E13	900 94-98	P	12806121	Display (SID 1)	E346	E100	2002	N	12806121	Display (SID 1)	E346	E100	2002	N
4248753	Fr Bumper moulding	E58	E35	900 94-97	P	12761131	Info Display	E118	E85	04 - 05	N	12761131	Info Display	E118	E85	04 - 05	N
4326468	Tailgate Strut W/O Rr wiper	E30	E14	3/5d 94-98	P	4564142	Grille	E5	E8	98 - 01	N	4564142	Grille	E5	E8	98 - 01	N
4337861	RH Taillamp inner panel	E105	E47	3/5cv	P	4617163	Amplifier	E430	E200	98 - 08	N	4617163	Amplifier	E430	E200	98 - 08	N
4467072	RR Brake pad kit	E35	E11	94-96	P	4826012	Fl Wing LH	E166	E100	98 - 01	N	4826012	Fl Wing LH	E166	E100	98 - 01	N
4468963	RH Taillamp on RR wing	E100	E48	94-98 3/5	P	4912515	Fl Indicator LH	E66	E41	98 - 01	N	4912515	Fl Indicator LH	E66	E41	98 - 01	N
4483194	Front Spring	E77	E33	94-98	P	5117072	Solenoid fuel filler cap	E65	E41	98 - 01	N	5117072	Solenoid fuel filler cap	E65	E41	98 - 01	N
4508081	Mirror drive unit (motor)	E108	E45	94-98	P	5132816	Rh Sun Visor	E109	E67	99 - 01	N	5132816	Rh Sun Visor	E109	E67	99 - 01	N
4818084	RH Mirror glass	E79	E27	94-98	P	5233911	Hydraulic Unit TCS	E1,536	E1,006	98 - 08	N	5233911	Hydraulic Unit TCS	E1,536	E1,006	98 - 08	N
5062203	Front brake pad kit	E59	E24	98	P	5331269	Ashtray Walnut	E118	E70	00 - 05	N	5331269	Ashtray Walnut	E118	E70	00 - 05	N
5117411	LH door aperture seal	E93	E32	94-98	P	5584750	Fr Bumper Cover	E274	E163	04.05	N	5584750	Fr Bumper Cover	E274	E163	04.05	N
8965113	RH Rear ARB Link	E92	E30	85-91	P	5320833	FUEL PIPE	E55	E35	95-98	N	5320833	FUEL PIPE	E55	E35	95-98	N
93185051	Drive belt AC/ACC S/S 4904116 4cyl	E45	E10	94-98	P	4575684	Expansion Tank	E28	E10	PETROL	N	4575684	Expansion Tank	E28	E10	PETROL	N
4086682	Cooling fan switch (2 speed fan)	E57	E20	92-94	P	5409446	Rear Lower Spoiler	E88	E38	4 Dr	N	5409446	Rear Lower Spoiler	E88	E38	4 Dr	N
<b>Saab 9000</b>																	
5170493	Hose Power SU/Pump to Rack	E109	E55	94-98	E	5330866	Rear Screen	E479	E150	9-5 Est	N	5330866	Rear Screen	E479	E150	9-5 Est	N
4425575	Rear Anti Roll Bar Bushes	E10	E5	4 Dr	E	5184841	RH Window Mtr	E190	E65	98-01	E	5184841	RH Window Mtr	E190	E65	98-01	E
4522611	Rear Wiper Arm	E39	E13	CS	E	12797662	Kayak Carrier	E54	E30	All	E	12797662	Kayak Carrier	E54	E30	All	E
5466818	Rear Silencer	E106	E50	CS Inj	E	5955562	Camshaft	E278	E100	BZ35	E	5955562	Camshaft	E278	E100	BZ35	E
6956270	Tailgate Strut	E27	E23	CS	E	5557273	Camshaft	E278	E100	BZ35	E	5557273	Camshaft	E278	E100	BZ35	E
40400105763	15" Alloy Wheel	E196	E35	MY 96-97	G	5329891	Interm Exh Pipe Diesel	E164	E80	02-05 d	E	5329891	Interm Exh Pipe Diesel	E164	E80	02-05 d	E
10913306	Crankshaft Sensor	E252	E100	MY 92-93	G	40400106423	Telephone Pod	E38	E25	ALL	G	40400106423	Telephone Pod	E38	E25	ALL	G
108590838	Light Switch	E51	E25	ALL	G	40400126470	6 Disc CD Player	E326	E216	98-05	G	40400126470	6 Disc CD Player	E326	E216	98-05	G
<b>Saab 9-3</b>																	
451008	Check Strap 3dr & cv	E48	E30	98 - 03	N	40400128849	17" Alloy Wheel	E233	E140	ALL	G	40400128849	17" Alloy Wheel	E233	E140	ALL	G
4712618	Amplifier	E494	E325	98 - 03	N	40400131447	17" Alloy Wheel	E300	E185	ALL	G	40400131447	17" Alloy Wheel	E300	E185	ALL	G
4910501	9.3 Badge 3/5 dr	E19	E12	98 - 02	N	40400131579	17" Alloy Wheel	E303	E185	ALL	G	40400131579	17" Alloy Wheel	E303	E185	ALL	G
4676383	H Level Brake Lamp	E42	E25	96-03	E	40400132593	17" Alloy Wheel	E303	E185	ALL	G	40400132593	17" Alloy Wheel	E303	E185	ALL	G
4646030	H/Brake Lever	E45	E26	96-03	E	4032000573	Saab Park Assist	E303	E175	MY05	G	4032000573	Saab Park Assist	E303	E175	MY05	G
4468005	H/L Adj Motor	E89	E49	98-03	E	4032000574	Saab Park Assist	E303	E175	MT05	G	4032000574	Saab Park Assist	E303	E175	MT05	G
5958798	Sp/Plugs BCPEVX	E13	E7	inj -03	E	1093178243	Air Mass Meter	E183	E130	1.9TID	G	1093178243	Air Mass Meter	E183	E130	1.9TID	G
4773396	Clutch Kit Diesel	E164	E80	98-03	E	1012806122	Info Display	E218	E135	MY01	G	1012806122	Info Display	E218	E135	MY01	G
12801650	Frt Lower Spoiler	E140	E70	Sp/Sal	E	104614541	Washer Jet	E313	E9	ALL	G	104614541	Washer Jet	E313	E9	ALL	G
4012787094	Side Skirts - 4Door	E270	E150	9-3 MY04	G	104545734	Radiator	E463	E250	DIESEL	G	104545734	Radiator	E463	E250	DIESEL	G
40400106571	15" Alloy Wheel	E134	E40	9-3 - MY03	G	105239314	Drag Link End	E46	E25	ALL	G	105239314	Drag Link End	E46	E25	ALL	G
40400126470	6 CD Player	E326	E215	9-3 - MY03	G	105361829	Mirror drive unit (motor)	E297	E190	MY03-08	G	105361829	Mirror drive unit (motor)	E297	E190	MY03-08	G
4012787096	18" Alloy Wheel	E335	E199	9-3 MY04	G	4832903	Swash reservoir W h & r wipers	E58	E20	9-5 98-01	P	4832903	Swash reservoir W h & r wipers	E58	E20	9-5 98-01	P
4012787095	17" Alloy Wheel	E303	E175	9-3 MY04	G	4916961	Swash level sensor	E43	E10	9-5 98-01	P	4916961	Swash level sensor	E43	E10	9-5 98-01	P
4012787164	Sports Silencer	E296	E199	9-3 MY04	G	5048681	A/C Hose v6 diesel	E72	E24	9-5 02-07	P	5048681	A/C Hose v6 diesel	E72	E24	9-5 02-07	P
1093185654	AC Compressor	E187	E115	9-3 MY04	G	5063094	RR Shock abs w auto level control	E573	E130	9-5 98-05	P	5063094	RR Shock abs w auto level control	E573	E130	9-5 98-05	P
1093178243	Air Mass Meter	E183	E130	1.9TID	G	5063391	FR Lower arm RR bush	E82	E27	9-5 00-01	P	5063391	FR Lower arm RR bush	E82	E27	9-5 00-01	P
108590838	Light Switch	E51	E25	9-3 -MY03	G	5231212	PS Pump V6 Diesel	E553	E180	9-5 02-04	P	5231212	PS Pump V6 Diesel	E553	E180	9-5 02-04	P
1012802167	Brake Pad Set	E109	E65	9-3 -MY04	G	5331269	FR ashtray dark walnut	E118	E39	9-5 00-05	P	5331269	FR ashtray dark walnut	E118	E39	9-5 00-05	P
105018833	Air Bag Module	E409	E220	9-3 -MY03	G	55550696	Breather system oil trap	E30	E10	9-5 04-05	P	55550696	Breather system oil trap	E30	E10	9-5 04-05	P
105056858	Front Strut Insert	E150	E100	9-3 -MY03	G	5954557	V6 Diesel timing belt	E160	E39	9-5 02-05	P	5954557	V6 Diesel timing belt	E160	E39	9-5 02-05	P
1012833421	Mirror Assembly	E268	E175	9-3 -MY07	G	5954698	V6 Diesel Oil filler cap	E39	E13	9-5 02-05	P	5954698	V6 Diesel Oil filler cap	E39	E13	9-5 02-05	P
12796591	Rr Shock absorber CODE 4	E115	E50	9-3 03-07	P	5961610	Crank breather hose	E23	E8	9-5 04-07	P	5961610	Crank breather hose	E23	E8	9-5 04-07	P
4831061	LH Taillamp on quarter panel	E100	E48	9-3 98-03	P	400133112	Park assist kit 4dr	E324	E93	9-5 03-04	P	400133112	Park assist kit 4dr	E324	E93	9-5 03-04	P
5014337	LH Front seatbelt for conv	E275</															

# Who's who

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

Contact the Membership Team on:

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## Important

Please quote your Membership number on ALL correspondence

## Contributions

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

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

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

Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements – see details on page 64

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

## Deadline Dates for Contributors

Jan/Feb 2008 ISSUE: 23rd November 2007

Mar/Apr 2008 ISSUE: 18th January 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](mailto: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

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## Disclaimer

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

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

# Steeringwheel



You may recall that in the July/August edition of 'Driver' I announced that we were planning a membership drive and required a volunteer to take on this task. Two Members contacted me expressing their interest in helping with this challenge. Having obtained a list of a few thousand Saab Owners the Club will target those who are not already Members with an introduction to the Club and invitation to join. Gabbi Waite, the Minutes Secretary, will be getting to grips with this project over the next few months. The second volunteer, Robin O'Connor, will be targeting the dealer network and independent specialists to raise the profile of the Club in this area. This was one of the subjects discussed at last months AGM held at Bond Street Select, Leicester.

At that meeting Toby Field, Richard Elliott and Keith Copperwheat were each re-elected for a further three year term. Ellie Wilson and Alistair Philpott were also elected as Club Directors and we welcome them to the Board.

Alistair's responsibilities will be to develop the Registers and to make them more proactive, a challenge that will take some time to organise.

The Club Website is now two years old and is due for a 'face lift'. Toby Field assisted by Alistair Philpott will be making some interesting improvements over the next few months.

The finishing touches have been made to the Club Shop and it will be online in November. Molly is eager to receive your ideas and suggestions with regard to items you would like to buy from the shop.

I hope to meet some of you at the 'last Show of the year',

**“ The Club Website is now two years old and is due for a 'face lift'. Toby Field assisted by Alistair Philpott will be making some interesting improvements over the next few months.**

the International Classic Motor Show at the NEC in Birmingham 9-11 November.

As another year comes to an end I would like to thank my fellow Directors for their support and hard work over the past year and also to the Registrars, Shopkeeper, Historian, Valuer, Overseas Contact and everyone who contributes to the running of the Club.

Finally may I, on behalf of the Directors, wish you all a Merry Christmas and a Happy New Year.

*Safe Driving,  
Peter Turner*



You can now take the Yankee Candle® scent out on the road in your Saab with our FREE Car Jar® Air freshener sample.

The Car Jars® are in the shape of the famous Yankee Candle® Housewarmer™ Jar candle just smaller! With an elastic cord to hang the Car Jar® they can be displayed on the rear view mirror or dash board.

The Car Jars® are available in a variety of colours and a selection of 29 fragrances including fruity Sweet Strawberry, Macintosh and Fruit Smoothie or for a fresh fragrance, why not try, Clean Cotton™, Country Linen™ or Splash of Rain.

There is even a Leather fragrance Car Jar™ to give your car the unmistakable aroma of brand new Leather.

The Car Jar® Air Fresheners are priced individually at £1.99 or £3.99 for a bonus pack containing a mix of three differently fragranced Car Jars®.

Yankee Candle® is stocked in retailers nationwide or available from [www.yankeecandle.co.uk](http://www.yankeecandle.co.uk)



## WE NEED YOUR NEWS

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

So let us have your comments, views and photographs.

Our next issue is due out in January 2008, and our editorial deadline is 23 November 2007.

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

All submissions should be sent in the first instance to: The Editor, Dave Garnett, c/o Gorseley Field House, Birtle, Bury BL9 6UD  
Or you can email: [secretary@saabclub.co.uk](mailto:secretary@saabclub.co.uk)

# Valley Saab

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## Turbo Rebjörn

Saab celebrates three decades of leadership in turbocharging at this year's Frankfurt International Motor Show by launching the Saab Turbo X, a driver-focused performance car that sets new standards for the brand.

This black limited-edition model takes Saab 'back to the future' by evoking the iconic appeal of its first black 900 Turbo and introducing innovative Saab XWD technology.

It was unveiled on 11 September, exactly 30 years after Saab surprised the automotive world at Frankfurt when it revealed its first turbocharged model. That set a trend other manufacturers were to follow. Now Saab unleashes

turbo power for the first time through Saab XWD, a cutting edge all-wheel

drive system that sets performance standards competitors will also seek to emulate.

With 400Nm of torque from its 280hp/206kW 2.8 V6 turbo engine, the Turbo X is the ultimate performance expression of the new Saab 9-3 range. Saab XWD features active management that not only splits torque delivery between both axles, but also between the rear wheels. This responsive system delivers a level of driver involvement and dynamic chassis control never seen before from Saab.

In addition to tuning of the suspension and its electronic chassis, throttle and powertrain settings, the Turbo

X features distinctive styling additions that enhance aerodynamic performance.

Available in Saloon or SportWagon bodystyles, the Saab

Turbo X limited edition showcases the launch of Saab XWD. The order book is now open and the first customer deliveries are expected during the second quarter of 2008.

### Driver in Focus with Saab XWD

The Saab Turbo X adds a new dimension in chassis control to Saab's unrivalled experience in turbocharging. It is the result of a development programme that leverages the full potential of Saab's innovative XWD system, with the car's sports tuned suspension, brakes and electronic control systems all aligned to meet a single need: driving satisfaction.

Saab XWD is an active all-wheel drive system designed to optimise vehicle handling and stability. Its sophisticated electronic control allows fine balancing of drive torque, not only between the two axles but also between the rear wheels. In effect, this stretches the





“ Inside, the ‘black turbo’ theme is continued throughout the cabin.

The sports seating, with additional bolstering, is upholstered entirely in black leather.

performance envelope of the chassis, for example, raising the threshold at which ESP throttle and braking interventions are triggered. The result is closer driver involvement through ‘positive force’ chassis control.

The driving benefits of the XWD system are best appreciated out on the open road. Data from the ABS/ESP sensors measuring wheel speed, yaw rate and steering angle is utilised by the Saab XWD control module. Rear drive is instantly applied to balance oversteer and understeer characteristics, improving stability and roadholding.

Driver control is taken a step further on the Turbo X by the eLSD, the first application of an electronically-controlled, rear limited slip differential in this segment of the market. It uses inputs from the rear wheel speed sensors and can transfer up to 40 per cent of torque between the drive shafts, to whichever wheel has more grip. When cornering hard, this yaw damping effect helps the rear of the car more closely follow the direction of the front wheels.

To exploit the full benefits of Saab XWD, the chassis of the Turbo X has been lowered by 10mm and the springs and dampers stiffened to minimise body movement. To maintain a constant ride height irrespective of load, self-levelling dampers are fitted at the rear.

Stopping power is also increased with larger brake discs fitted: internally ventilated (345mm diameter x 30mm) at the front and externally ventilated (292mm diameter x 20mm) at the rear. Standard 235/45 R-18 tyres ensure excellent mechanical grip for the 18-inch alloy wheels.

The powerhouse at the heart of the Turbo X is a 24-valve, 2.8-litre V6 turbo engine generating 400Nm of torque between 2,150 and 4,500rpm and maximum power of 280hp (206kW) at 5,500rpm. The advanced specification includes a lightweight, all-aluminium

construction with a 60-degree angle between the cylinder banks for perfect balance, variable inlet valve timing and twin-scroll turbocharging. It is offered with a choice of six-speed manual or automatic transmission.

This responsive, high torque powerplant is the perfect partner for Saab XWD. Together, they give the Saab Turbo X sporty, all-wheel drive performance and handling characteristics that will appeal to all enthusiastic drivers who seek a rewarding experience behind the wheel.

#### Saab Black Turbo Rebjörn

The Saab Turbo X visually communicates its focus on driving performance by extending the bold, progressive design themes of the new 9-3 range. Offered only in metallic jet black, with the front grille and all exterior detailing accented in a matte grey titanium-like finish, it represents a contemporary expression of its illustrious black 900 Turbo forebear.

Distinctive styling additions are designed to improve aerodynamic efficiency, as well as emphasise the Turbo X's performance focus. At the front, a deeper lip spoiler and integrated air intake contribute to reduced drag while also increasing air flow to the engine and intercooler.

At the rear, the re-profiled bumper and insert panel lower the point of air flow separation, further reducing drag and assisting high speed stability. The Saloon features a rear spoiler that extends the line of the boot deck, reducing high speed lift forces at the rear axle.

The standard SportWagon already has a similar spoiler that extends the rear roof line.

The Turbo X is further

distinguished by unique, 18-inch alloy wheels (19-inch available as an option outside US/Canada markets) with a grey titanium-like finish that evokes the look of Saab's classic three-spoke design. Twin, rhomboid-shaped tailpipes complete the exterior additions.

Inside, the ‘black turbo’ theme is continued throughout the cabin. The sports seating, with additional bolstering, is upholstered entirely in black leather. The sporty ambience is further emphasised by a carbon-fibre finish to the main fascia, door inserts, glove box and gear shift console which is unique to the Turbo X.

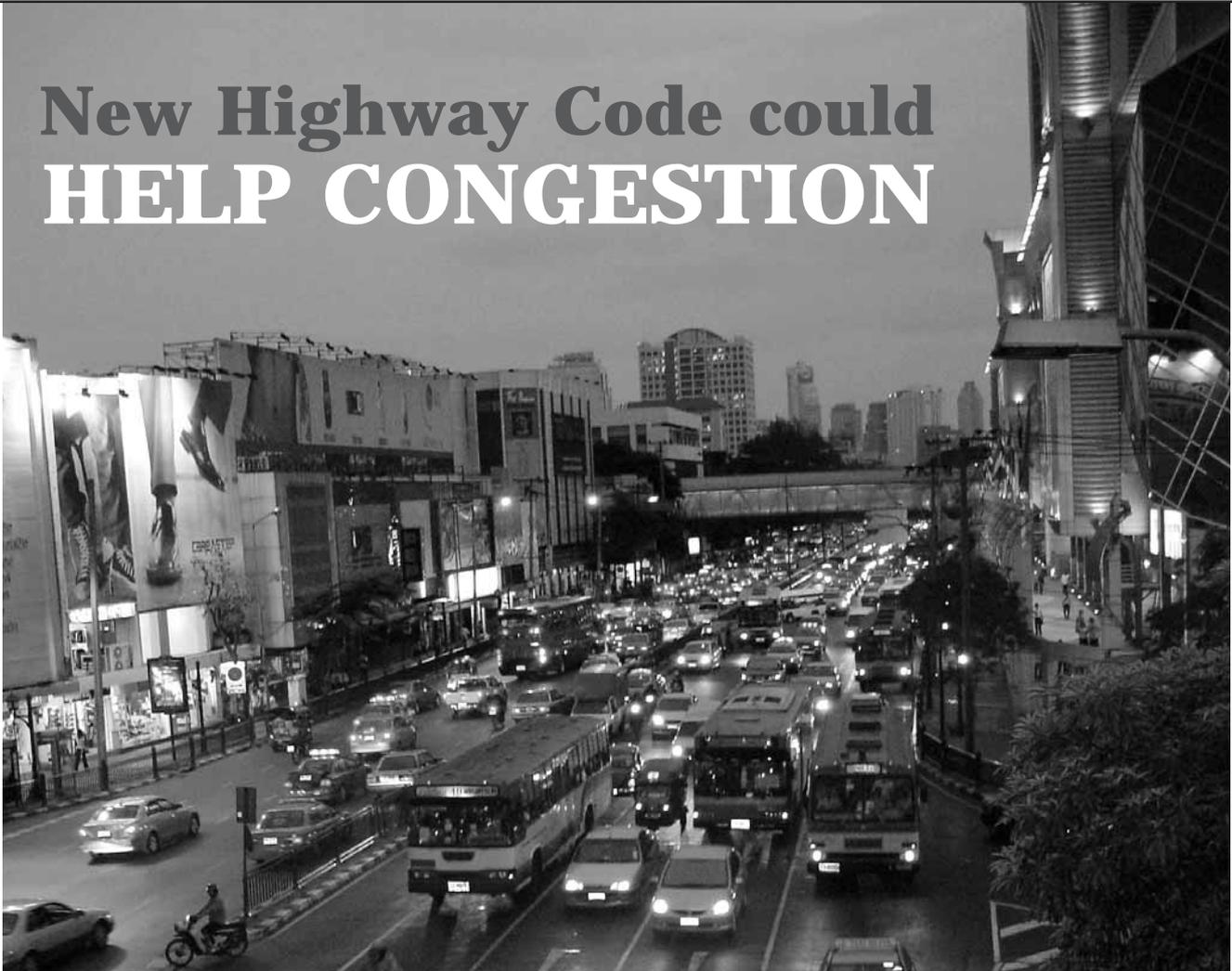
The driver benefits from improved ‘feel’ through the addition of a thick-rimmed, soft grip leather steering wheel. Seating comfort can be taken a step further with an optional premium, natural leather interior, which includes perforated bolsters for the front seat squabs and backs.

In recognition of Saab's turbo heritage, the Turbo X boost gauge is a replica of the original 900 Turbo display. Owners will also enjoy a personalised greeting when they get behind the wheel and switch on the ignition.

This limited edition model is expected to fly out of the showrooms when it comes to the UK in March 2008.



## New Highway Code could **HELP CONGESTION**



Roadworks misery and the congestion that goes with them could be radically reduced, according to the IAM (Institute of Advanced Motorists), if UK motorists take on board new advice in the new Highway Code.

For the first time, the Highway Code has a rule on 'merging in turn' under the section on lane discipline (Rule 134; Highway Code 2007).

"We are pleased to see this as we believe it will ease many pinchpoints at roadworks," said IAM Chief Examiner Peter Rodger. "Too often we see a long, empty lane leading up to roadworks, doing nothing, because drivers have been told to get in lane too early. Then there is a tension with people perceived as 'pushing in'. The new recommendation to merge in turn in the Highway Code will encourage drivers to use all the available lanes – right up to the lane closure – and could make roadworks less of a problem," he said.

"It will avoid frustration and mean everybody gets through the restriction that much quicker."

Mr Rodger, a former Metropolitan Police driving instructor, said that the IAM had long campaigned for 'merge in turn' recognition in the Highway Code.

"We are convinced everybody will get through sooner if they

merge in turn. If drivers try it, encouraged by the Highway Code, it could be the end of the 'I'm first, you're next' attitude that slows everybody down.

"We now need to see this initiative supported by physical 'merge in turn' roadside signs as well, because we know many drivers don't bother with the Highway Code once they have passed their test."

A survey in 2006 supported by the IAM found that in a test, only 29 out of 1000 motorists recognised all of the ten Highway Code signs they were shown.\*\*

The Highway Code is a best selling title in the UK. The new edition – last revised eight years ago – now describes smoking as a distraction for drivers, an increasing problem following the UK-wide indoor smoking ban.

"If you are on a long journey, then it makes sense to combine your rest break away from driving with a smoking break. While it is not as big a distraction as a hand-held mobile phone, it is not worth the risk. Just think of the consequences of a cigarette dropping into your lap while you are driving," added Mr Rodger.

\*\*June 2006; *New Car Net/Institute of Advanced Motorists*



# Too tired to drive?

**Motorists are too often prepared to ignore the effects of tiredness and just drive on.**

The Institute of Advanced Motorists (IAM) calls driver fatigue a silent killer and in a sense that is just what it is.

"Fatigue is a natural phenomenon and one we learn to accept almost from birth. However, when combined with a mentally and physically demanding task such as driving, it is a potential killer," said IAM Motoring Trust Head of Road Safety, Kevin Delaney.

Mr Delaney said that fatigue operates in much the same way as alcohol. Drivers who are slightly tired will not drive as well, or as safely as those who are fresh.

"As tiredness increases, mental and physical performance falls off until eventually the driver falls asleep," he said.

An estimated one in five motorway crashes is related to driver fatigue, although statistics are limited: drivers who are tired are seldom willing to admit it and those who crash are often too badly injured to recall the events

leading to the collision. However, it is clear that there are far too many serious collisions arising from driver fatigue.

The IAM says that although fatigue is unavoidable, there are a number of simple steps we drivers can take to minimise the risk:

- Start fresh.
- Get plenty of rest before a long journey, don't drive if you feel tired, or unwell.
- Wear comfortable loose clothing.
- Adjust the driving seat to a comfortable upright position and adjust the heating/air conditioning to a cool, not cold temperature.
- Stay fresh.
- Take regular breaks, every one to two hours depending on the driving conditions.
- Get out of the car and walk around.
- Drink a caffeine-rich drink such as coffee.



## If you feel tired

- Act quickly, don't try to drive through fatigue, don't turn up the radio volume and don't open the window or turn the aircon to the coldest setting in the hope that these will keep you awake, they won't.
- Find a safe place to stop, take a short nap, at least 20 minutes, get some fresh air and exercise and have a caffeine rich drink.
- If you feel more awake continue, but bear in mind that you will have to stop soon. If you still feel tired, sleep until you feel fresh enough to continue.



“ The important thing for me is to put my money where my mouth is and part of this involves me trying out different technologies to see how easy and flexible they are,

## Saab eco living has **Grand Designs**

Eco living has been the hot topic of 2007. But what does it actually mean and who's doing it?

Kevin McCloud, architect-turned-environmentalist and presenter of Channel 4's 'Grand Designs' programme knows only too well the meaning of eco living. In his latest interview, Kevin explains why:

- He has just installed a biomass boiler to heat his home and farm and is considering adding solar panels and wind turbines next.
- His family grows a lot of their own food and shops at the local farmers' market.
- Drives a Saab BioPower car running on bioethanol E85 fuel.

“ The important thing for me is to put my money where my mouth is and part of this involves me trying out different technologies to see how easy and flexible they are,” explains Kevin.

The full interview with Kevin McCloud can be read on [www.saabbiopower.co.uk](http://www.saabbiopower.co.uk) This is the second of 'The BioPower Interviews', the first being with Sir Richard Branson, another high-profile Saab BioPower driver.

# Safety at the wheel

A number of new accessories have been introduced to make life at the wheel a safer and more informed experience for Saab owners.

Keeping in touch with business contacts, friends and family is essential for many motorists today, so availability of a new hands-free Bluetooth kit will come as welcome news for drivers of all Saab 9-5 models from 2001 and 9-3 Sport Saloon and Sport Wagon models from 2003 with compatible mobile phones.

The new automatic phone-linking kit is voice operated and fully integrated with your car. Once installed and paired with a compatible Bluetooth-enabled mobile phone, conversation is conducted through the car's audio system, which automatically mutes the radio for incoming and outgoing calls.

The car facility will automatically link up with your mobile as soon as you turn on the ignition. If you are already on a call as you enter the car, the call will be automatically transferred to the

car, and back to the mobile phone if you leave the vehicle.

Competitively priced from £299, it can help you keep your eyes on the road and your hands on the wheel, staying safe and legal.

Two new GPS safety and satellite navigation systems are also available for Saab drivers. The Pogo Alert receives orbiting satellite information to provide the best possible warning of upcoming speed safety cameras and accident blackspots, plus alerts from mobile laser traps via a removable laser detector module.

The Pogo Drive represents a new breed of GPS driver information systems, combining touch-screen street level navigation with speed safety camera and accident blackspot alerts. Both systems are fully portable and can be easily installed. The Pogo Alert costs £249.95 and the Pogo Drive £299.95.

Saab owners can check out these new accessories online at [www.saab.co.uk](http://www.saab.co.uk)



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# Shop News

It's hard to believe whilst writing this news on a lovely warm sunny day, that when you read it Christmas will be once again looming.

The Shop goodies are all on offer for Christmas presents etc. The DVDs are stocked up along with the lovely scarves and ties as shown in the last shop news. The pictures below include the attractive and practical calculators and the range of pens, the ones with the pearlised top with black base are once again available, the price is still the same £2.50 as also are the 0.30p white SOC pens.

I am disappointed at not being able to open the shop in the garden again but obviously if there is little support it is not possible. I did enjoy meeting those Members who came but this area is not one where very much happens! However, any Club Member is welcome to call at the house for tea, etc, and a look at the shop stock (no pressure to purchase) just give

me a ring to make sure I am at home.

Just to remind you that due to high bank charges the minimum amount acceptable when using credit cards is £10.00.

I shall be available to send your orders out in time for Christmas. I hope to take a short holiday around November followed by an escape for my annual treats in the North during the break itself. If you want shirts of any kind, perhaps you could place your orders a bit earlier just in case your size or colour might not be in stock.

Finally, thank you to so many of the Club Members who send me nice little messages and cards along with pictures of their Saabs. This is so encouraging and I am compiling an album of all of these which I look at when I have a 'Black day' and these cheer me up – all part of being in the 'Saab family'.

*Happy Shopping Molly*



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Blue/Gold Pen	(53)	<b>£2.50</b>	900 in white,			& blue	(662 & 681) <b>£6.80</b>	
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# Carclinic

## Wheel wobble worries

My 9-5 estate has a wheel wobble that comes in at approx. 68 mph. It then diminishes but does not go away as the speed is increased.

All checks have failed to identify any fault. The wheels are balanced, the tyres are round, there are no loose or worn parts evident in the front suspension or steering mechanism. The car runs straight with 'hands off' while the wobble is there. Steering geometry has also been checked.

Any suggestions as what to do next?

Look forward to hearing from you. By the way the car has done just over 100,000 miles.

*Alasdair MacArthur*

*Try swapping wheels front to rear, it's most probable a tyre/wheel problem. Have all four wheels balanced again at a different place as wheel balances need calibrating so they could be balanced incorrectly.*

*Is the problem worse when accelerating or braking? If it is it could be mechanical, if it occurs whilst braking, look at replacing discs and pads, if accelerating probable cause is worn inner driveshaft joint.*

## No power in France

I have just got back from a very expensive trip to France (car bill for 1759.75 eur) – I stopped to fill up with petrol and more or less immediately found I had no power.

The end result was an enforced stay (decided against proceeding as with my 2000 – see March/April 2003 Driver).

Having had a DI go in the 2000 I carry a spare rail. However, although (as I understand it) this was the initial failure it didn't help as, to my surprise, the catalytic converter had blown – due to the failure of the fuel pressure regulator failing (part 4770400) – blowing the cat.

I bought the the car (1999 standard two litre estate) with some 79,000 shown on the clock on 7 July last year with a 12 month guarantee – I am currently trying to get my garage to contribute to the bill (eg with goods/services) as, although the cat wasn't covered, the ignition rail was (and provided as a spare with car by my garage) – not sure about the regulator – they haven't got back to me as yet.

Is it possible from your records and/or experiences of other 9-5 users to say

- 1) Is my understanding of sequence correct?
- 2) At what mileage do such failure occurs – the DI failure in my 2000 was at over 150,000 miles – which makes me wonder if the 9-5 has done more miles than shown (i.e. more prior garage getting it for resale)?
- 3) Is there any way of getting an assessment of how many miles my car has covered?
- 4) Am I being reasonable in seeking a contribution?

*Jim Smith*

PS The events of the enforced stay will hopefully appear in future Driver as I can feel another article coming on (i.e. the initial response from my breakdown was - in my words 'so I've broken down in the wrong place!')

*The failure of the DI can damage the cat in some cases such as a failure whilst driving. DI cass last about five years on average, mileage does not appear to be a factor. I have for some time suggested routine replacement of the DI in order to prevent damage to the CAT.*

**REMEMBER SAAB ARE RECALLING CARS 2000-2002 for possible replacement DI unit**

## To SIM or not two SIM

I have joined the SOC UK today but haven't had my log-in etc, yet. I have purchased today a 2005 convertible which has the phone controls on the dash/steering wheel as a factory fit. Looking in the manual it appears that to use the system I need a duplicate SIM card which the phone operators do not supply as you can't have two SIMs on the same number. I can't believe that this is an insurmountable problem. Any ideas?

*Richard Harrison*

*Easy way to resolve this is to get a cheap pay-as-you-go mobile, use the Sim from this phone in the car and divert all calls from your phone to the new mobile number which is in the car.*

*In the not too distant future I am sure we will be supplied with two SIM cards as it's now a common problem.*

## Bad vibrations!

I get what appears to be a wheel balance/vibration problem at certain speeds, it seems worst at an indicated 76/78 mph and can be felt right through the car, it is only slight but still annoying. I have had all wheels re-balanced but it still persists. I saw a letter in the 9-5 section from issue 5/2006 which seems to be a similar issue to my car, any ideas?

I understand there are a lot of issues with the GM diesel engine in late model 9-3 variants; it seems there will be a number of modifications and updates soon, I will let you know when I get some more news.

*Robin O'Connor*

*I would say wheel balance problems are not common, but some pointers:*

- rear s/absorbers often become weak, could be a faulty tyre or damaged wheel
- could be incorrectly balanced despite being done twice

## 9-5 is a bit of a 'lefty'

I seem to be contacting you a lot recently, I thought a change to a newer car would stop this. My latest concern is with my 9-5 it pulls slightly to the left, I have had the alignment checked and it was out a little, this was adjusted but this has not cured the problem completely. The tyres are all good, three are Continentals and one of the front tyres is a budget brand that is nearly new, mine is an airflow so has 225/45x17 size tyres fitted. Is there any known issues in this area?

*Robin O'Connor*

*I would say that they are more camber sensitive than the 9000, however you should definitely match up the front tyres in terms of wear and make/type of tread pattern as this will have an effect.*

*As a matter of interest I am surprised that so far I have never had cause to change a track-rod end or ball joint on a 9-5*

*despite some models having covered 200k miles, the only component that appears to wear is the anti-roll bar drop link, this causes a rattle over undulations in the road surface.*

## TechTip

### Winter breakdown prevention

As winter approaches it's a good idea to check antifreeze, lights, battery, etc.

Preventative maintenance will, in the long-term, save future expense, this has been mentioned before but before the road salt starts attacking metal components clean and grease brake pipes, power steering and oil cooler pipes where appearing corrosion is starting. This applies to all models, but especially GM900, 9-3 and 9-5.

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## 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 Tel:**  
**01943 461679**

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# Noticeboard

## Sorry...

### forgot not everyone has crystal balls!

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

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

#### **SPRING WEEKEND**

The Valley Hotel Ironbridge, Shropshire

25-26 April 2008

£63pp per night (Dinner/B&B)

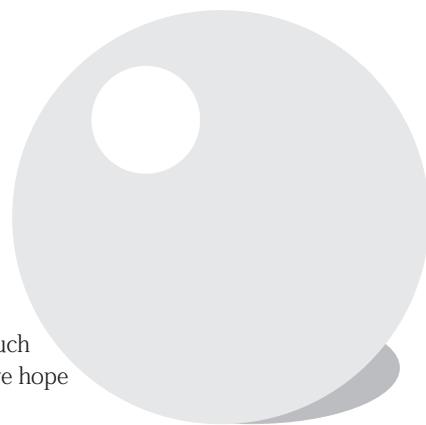
27 April 2008

£50pp (Dinner/B&B)

A non-refundable deposit of £10pp should be sent to us by 31 December, 2007.

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

Telephone: 01952 254004



## Scottish Weekend 2008

### Hetland Hall Hotel, Carrutherstown 28-30 March

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

Cost remains unchanged at £111 per head, dinner, bed and breakfast for the weekend.

Deposits of £10 each, payable to 'The Saab Owners Club of GB Ltd'.

There is no supplement for single rooms, and there are a few family rooms. There is no charge

for children, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted rate, payable directly to the hotel – just let us know. There are several 'doggie' rooms also.

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

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

Tel: 01236 752089

E-mail: [elizabethmills@tiscali.co.uk](mailto:elizabethmills@tiscali.co.uk) or  
[Paul.Mills@tannoy.co.uk](mailto:Paul.Mills@tannoy.co.uk)

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

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**[www.orpingtonsaab.co.uk](http://www.orpingtonsaab.co.uk)**

# What's on

## Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for dates for What's On ONLY in the January/February 2008 issue is 30th November 2007.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

### November 2007

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

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

**Tuesday 6th**  
West Midlands & Warwickshire Saab  
Club Night at the Stonebridge Pub at junction of A45/A452 just one mile from Birmingham Airport. Meeting starts at 7.30pm.  
Contact [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk).

**Friday 9th-11th**  
Great Western Saabs  
NEC Classic Car Show.  
See page 33.

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

**Tuesday 27th**  
North West Saab  
Meet at The British Protection (opposite The Bridgewater Hall) at 8.00pm for a drink and meeting to finalise the 2008 program.

**Wednesday 28th**  
South Yorkshire Saab  
Natter'n'Noggin'

### December 2007

**Tuesday 4th**  
West Midlands & Warwickshire Saab  
Club Night at the Stonebridge Pub at junction of A45/A452 just one mile from Birmingham Airport.  
Meeting starts at 7.30pm.  
Contact [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk).

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

**Monday 10th**  
Lancashire Saab  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. Meetings every second Monday of the month.  
From 7.00pm onwards.  
Tel: 01704 893157.

**Wednesday 12th**  
South Yorkshire Saab  
Christmas Buffet.

**Durham Saab**  
Christmas Meal. Venue and date TBC.

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

### January 2008

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

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

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

### February 2008

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

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

**Saturday 16th-17th**  
Great Western Saabs  
The Footman James  
29th Bristol Classic Car Show  
The Royal Bath & West Showground, Shepton Mallet, Somerset - GWS will be having a stand there.  
Email: [chris@greatwesternsaabs.co.uk](mailto:chris@greatwesternsaabs.co.uk).

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

### March 2008

**Friday 28th-30th**  
Scottish Weekend  
Hetland Hall Hotel, Carrutherstown.  
Tel: 01236 752089. E-mail: [elizabethmills@iscali.co.uk](mailto:elizabethmills@iscali.co.uk)  
(See page 18 for more details.)

### April 2008

**Friday 25th-27th**  
Spring Weekend  
The Valley Hotel, Ironbridge, Shropshire.  
Contact Jean & Bernard Crowhurst.  
Tel: 01952 254004.  
(See page 18 for more details.)

### June 2008

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

### July 2008

Date TBC  
The National 2008 Castle Combe Racing Circuit, Wiltshire.

### August 2008

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

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

**Group contacts are listed on page 23**

## FREE Internet Connection for Saab Club Members

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

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

Log on to  
[www.saabmail.co.uk](http://www.saabmail.co.uk)

or call the Helpline on  
**0845 145 2222**

Users with existing ISDN or broadband connection can also subscribe to a [saabmail](http://saabmail) e-mail address by phoning the helpline number above.

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- ▶▶ NO MONTHLY BILLS
- ▶▶ NO LOG-ON DELAYS
- ▶▶ UP TO 5 E-MAILS WITH 5 MEGABYTES OF SPACE

# Postbag

## Wanted: Smaller Saab!

It's deadline day (why is it always so soon after I get the mag?), and I had vowed to write you by now to publicise my ad well, at least I'm honest.

HI 900S is for sale, and after 35 years of Saabs, I'll only have our 96V4 for company; (and a newish Pe\*\*\*\*\*t diesel). Why?

Well, to start with, with fuel at near enough £1 a litre, I need an economic, if not a green alternative, means of transport though I'd prefer to have both obviously.

Economic: even using independents, the cost of maintaining a 16-year-old car is rising annually, and to relatively horrific levels here in the South East; not to mention running costs via fuel.

Green: 55-60mpg in a car that meets the aim of the original Saab slogan 'Go Swift, Go Safe, Go Sure' is good for my eco-conscience, even if it isn't a Saab.

Over the years, (I first joined the Club in 1971) I've read loads of stuff about Saab bringing out a smaller car – it's never materialised. Every new offering emphasises power, speed and a macho flavour above all else. In the long run, does anyone believe there's a future for this approach? Ferrari, Porsche and Mercedes seem to have it pretty well sewn up, to my mind.

What do other Members think? Why don't we get meaningful comments on such issues from Saab in the mag, as opposed to unedited press releases? Are we now a Club for the elite and for the 'love the image, hang the expense' brigade? or are we representatives of the wider world? and don't tell me that eco-powered Saabs prove me wrong just look at the cost and the mpg.

Ah well. I look forward to the postbox in the next issue.

*Dave Drake*

## Sparkplugs Transform 900

I was recently given a 1990 Saab 900T16, I gave the owner, a friend of mine, a bottle of whiskey.

I knew the owner before him had spent money on the engine, brakes, suspension and exhaust.

The car was sold earlier this year to my friend; he had stripped it out for track use. It was serviced, but would not run under load. Even the rolling road man could not diagnose the fault electric? fuel?

It drove alright, but at maximum boost misfired badly. He was fed up, had bought another car, and was going to scrap the Saab.

Inspection revealed gleaming new Bosch spark plugs, and two telephone calls confirmed my suspicions.

Four NGK BCP 9EVX plugs as specified in the owner's handbook from the local factor cost just over £20.

The car was transformed. It then failed the MOT for chassis rust but the local blacksmith has rectified that problem.

Next test will be a track day.

Golden rule, fit the correct sparkplugs.

*Christopher Darwin*

## We Need Your letters!

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

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

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

## Oat at the Oatcake

20 years old this month, D412 OAT celebrates with a first-ever attendance at the annual rally. OAT (affectionately known as Porridge) is also celebrating 260,000 miles and a lifetime in one ownership.

*Ann Petherick*



# TWO STROKE SAAB SPECIALISTS



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

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## We offer quality and great value:

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



# Around the UK



Hi All,

Well as we fast approach the end of the nice?, weather, many cars will be laid up for the winter, my V4 included.

I have received many enquires about the Club and the trend is good as more and more people are joining, keep the e-mails coming, I will always try to help. Talking of new Members, I must say welcome to one of our newest and youngest Members, Peter Jones (13 and a bit).

Back in the July issue I had a photo printed of four Members I met in Sweden, I have had an e-mail which confirms who they are: Anthony Theakston, Ivor Simpson, Scott Callahan and Ian Brown, they are all in the Leeds area, come on gents get some Club activities together!

By the time this edition is printed, I shall have attended the York Historic Rally, along with the EBOR Group, I will have photos and a write-up hopefully from Karl Moxon of the EBOR Group for the next issue.

*Ellie Wilson*

## Going to the dogs!

After suffering a wet but enjoyable weekend at the 2007 National, we decided to do something totally unrelated to cars. After pondering a while, Julie suggested going to 'the dogs'... This was met with much silence as we were not sure what she meant, after a brief explanation we all agreed it was a brilliant idea.

The date was set and we all attended, we had an executive box and an absolutely fantastic buffet, not to mention our own booking tout for those who wanted it.

Fred (pictured) started off in fine style winning the first three or so races, then of course everyone started to ask Fred who to choose next... you can guess the rest, he did not win another race.

Then from nowhere comes Mick, (wearing an awful Hawaiian shirt) who scoops the last and most important race of the night.

Rob and Carol won a few races, I reckon he knew the dogs or owners, as for Rich Bone and Mrs they did not win a single thing, Oh while we are on the subject of losing... Saabstudent and Mrs Saabstudent were in the same position.

Where was Ellie? I hear you ask. Well he was fast asleep (upright)!, and sitting on a chair, I don't know how he did it but he did not fall off!

All the best.

*West Midlands and Warwickshire Saab Group*



All correspondence to: Ellie Wilson  
43 Towbury Close, Oakenshaw South, Redditch, Worcestershire, B98 7YZ  
Tel: 01527 403596, E-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net)

## Contacts

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

**CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB**  
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Cheshire, CW5 6HF  
Tel: 01270 624659  
E: [sc.s.branch@ntlworld.com](mailto:sc.s.branch@ntlworld.com)  
[www.2csaabbranch.org](http://www.2csaabbranch.org)

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

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

**DUMFRIES, GALLOWAY & BORDERS SAAB**  
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E: [sootysaab@aol.com](mailto:sootysaab@aol.com)

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E: [jackthesaab@hotmail.com](mailto:jackthesaab@hotmail.com)

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[www.greatwesternsaabs.co.uk](http://www.greatwesternsaabs.co.uk)

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Isle of Wight  
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Hadfield  
Glossop  
SK13 2EN  
Tel: 01457 852 944  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk)

### Groups Sub-Committee Local Liaison Officers

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Regional Groups Co-ordinator: Ellie Wilson  
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Stoney Lane  
Ashmore Green  
THATCHAM, RG18 9HD  
Tel: 01635 868478  
E: [thamesvalley\\_saab@amserve.com](mailto:thamesvalley_saab@amserve.com)

**WESSEX SAAB**  
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Wimborne  
Dorset  
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E: [nhbailey@btinternet.com](mailto:nhbailey@btinternet.com)

**WEST MIDS & WARWICKSHIRE SAAB**  
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Walsall, WS2 7RE  
E: [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk)  
[www.wmwsoc.co.uk](http://www.wmwsoc.co.uk)

Please note the groups highlighted have returned their attendance registers.

# SaabOwnersTravelClub

You might be thinking that the holiday season is over, but you'd be wrong as here at The Travel Club it's always the holiday season. Holiday enquiries, holiday quotations, holiday bookings, holiday tickets. It never ends and it's always fun.

How far have you gone with your next holiday arrangements? I hope you have asked us to help you, our advice is free and our prices are low and if you haven't started

planning yet, give us a call now.

Just let us know what holiday you are looking for, not forgetting to add your preferred dates; who will be going with you and what your budget is likely to be.

You'd better get booking!

*Bob Featherstone*

## Winter Wonderlands

Soak up the authentic and magical atmosphere of a traditional European Christmas Market with Leger Holidays.

Have fun with your Christmas shopping and see fabulous European sights at the same time on a colourful Christmas Market break. These are centred on key historical landmarks of the host city and feature unusual gifts, traditional crafts and local delicacies. The magic of a traditional Christmas is casting more UK visitors under its spell every year. Historic Christmas Markets, held in cities, towns and villages throughout northern European countries are becoming increasingly popular, due, no doubt, to the enchanting Festive Season atmosphere they evoke.

The Top Five Christmas Market Breaks all – Travel Club prices save you at least 5%.

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### BRUSSELS & BRUGES

6 days from £312. The Brussels Christmas markets occupy the charming areas of the old town. See them and a selection of other festive destinations.

### DUSSELDORF

4 days 4\* from £217. Explore the festive stalls and go shopping in the elegant boutiques of the great Rhineland cities of Cologne and Düsseldorf.

### SALZBURG & MUNICH

4 days from £189 or 5 days from £236. A wonderful winter tour featuring two great Alpine cities and superb European Christmas markets, which offer a selection of festive gifts and seasonal cheer.

### BERLIN & DRESDEN DELIGHTS

5-6 days from £189. Enjoy traditional crafts and local delicacies, not to mention a festive bargain or two at Germany's oldest market.



If you never thought you were one of those who could go to New York just for shopping well think again.

With air fares at a very reasonable level through the Travel Club and the pound/dollar rate maintaining its very friendly rate for us and the huge shopping opportunities, as well as the shows and the sights and the eating, get that Christmas list ready and let's get going!

Here at the Travel Club we can offer you Virgin flights for less than £200 return in December, depending on when you are going and how long you want to stay.

Hotels in Midtown Manhattan and Midtown West (1\* clean and comfy) from about £100 (room only) to £200 (including continental breakfast) for a three night stay – we have many other ranges and prices available, you really had better call the Travel Club for more details, just give us a clue about what you are looking for.

The Travel Club

**0845 6060 910**

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# Bolton Debut for Swedish Newcomer

On a cool, damp August evening, the new Saab 9-3 made its debut in Bolton. Wilson's and Co of Manchester Road, Bolton unveiled the latest edition to the Saab fleet.

Shrouded in secrecy (enforced by Saab themselves) the 9-3 arrived, not on a car transporter as expected but on a low loader, covered from head to foot (well roof to tyre to be exact). Not even the tyre tread was allowed to show for its journey to the showroom.

The car was wheeled into the showroom still under wraps. Alongside it was placed the current and outgoing 9-3 Aero Sportswagon model, and a gleaming Saab 96, courtesy of APL of Kirkham, Lancs. (guarded by its two burly minders namely Ken Tomes and Skip, both from APL).

Wilson's had very kindly invited the Members of the

Lancashire Saab Owners Club to be present at the unveiling along with other distinguished guests. After a short speech the covers were removed to reveal a shiny Silver 9-3 1.9TID. The unveiling even attracted the local press (Saab is big business here in Bolton!).

After the unveiling everyone gathered around the car to have a good look at all the mod cons. What was slightly confusing was the fuse box in the boot. The most impressive detail to the new motor was the sidelights, Audi eat your hearts out, these are better than yours. With that in mind it is a very nice car, but you can see even more of the GM mark on

“ Shrouded in secrecy (enforced by Saab themselves) the 9-3 arrived, not on a car transporter as expected but on a low loader, covered from head to foot (well roof to tyre to be exact).

this one and I'm not sure if it's a good or bad thing. Attention to detail and the way it's been put together is very good but, and it's a big but, it looks too plastic for my liking, other people might think different. In particular I wouldn't mind test driving the 180bhp twin turbo diesel (1.9TTID) and the uprated 280bhp 2.8V6 Turbo petrol models, along with the 175bhp 2.0t Biofuel option or the 200bhp bioethanol E85 fuel version.

Refreshments were laid on, soft drinks and wine to accompany the seafood spread (namely sushi and caviar on crackers) which were well received by one and all. I must admit I did partake in a glass of wine or two.

Things went really well and nobody bothered that it was

raining cats and dogs outside. The staff of Wilson's were on hand to answer any questions (and to take bookings if you wanted to buy one), and they took time to try and see every guest.

The only downside to the evening was the turn out of guests. For the Lancs Group apart from myself there was Neal Ashurst (jimmy\_wynn) and Steve Alty (steve9000aero), Steve did bring along his son Hayden who had a good play with all the switches and dials on the dashboard, and I brought along my old man, specially flown in from Spain. Along with the guests were Ken and Skip from APL (as previously mentioned) and Big John from Alty's of Preston (Saab independent) and various other members of the public (previous customers of Wilson's). The time and weather played an important part with reference to the number of guests turning up, but overall the evening went well and a big thank you must go out to Wilson's Saab sales manager Simon Burrows for inviting us to the launch and also for providing the refreshments.

Pictured left to right with the new 9-3 is Neal Ashurst, Big John, Ken Tomes, Steve Alty, Hayden Alty, and myself.

*Ian Thomas (tommo2105)*

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



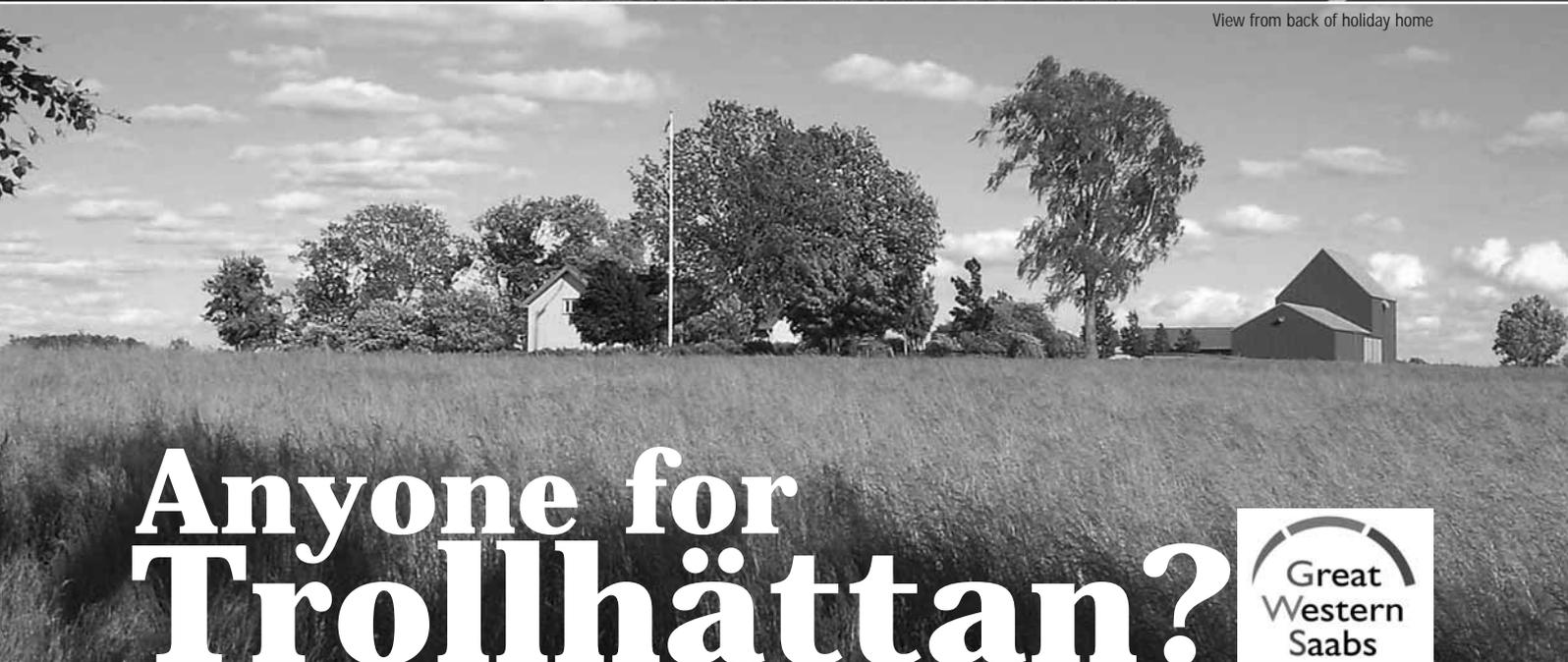
Journey out - north sea millpond



Gratorplan evening salute



View from back of holiday home



# Anyone for Trollhättan?



You know how it goes. Sat in a pub, someone mentions that Saab are holding their 60th Anniversary in June and wouldn't it be great to go. Someone else agrees, another says that's a good idea and before you know it, a plan is hatched to spend two weeks in Sweden.

Sounds very simple and straightforward and on the whole it was. Our 'organiser' (99turboman) better known as Tony (Grrrrrr!) Free was volunteered to get everything sorted, as he was the only one who had made the same trip twice before. Organising somewhere for us all to stay was perhaps his biggest challenge, as there were a total of 18 people going and we all wanted to be under the same roof. Eventually a house was found some 50km from Trollhättan, which as luck would have it, was owned by an English family, with the husband working for Saab!

Ferries were booked from Harwich to Esberg, paperwork organised and a plan of who was taking what, made.

Sunday: The day arrived and fine weather greeted us, for our trip. From England we had David Lowe (9-5 Aero) and Alan and Rose Sutcliffe (Classic 900i) who we were meeting at Harwich, Mark, Mo and Tamsyn Ovens (9-3), Matthew Willard (9-5 Aero), Martin Bayfield (Classic 900 turbo) and David and Hannah Dallimore (99T), meeting up with Tony and Julie Free (Classic 900 two door T16S) in Denmark, with Emmett (99 track car), PhilB (Classic 900) and Martin E (Classic 900) arriving a few days later at our holiday home in Sweden, along with KirkT16S Paul and Rose who were over for the weekend. Anne and Tom Dallimore (Tom had an 'A' level exam) and Susi Lowe were arriving by plane, later that week. The ferry crossing was superb. The standard of cabin, food and service

from DFDS was exceptional and would certainly be the preferred way to travel in future. It certainly helped that the crossing was very calm and without incident, so we arrived at the port of Esbjerg fully refreshed and raring to go! Once out of Esbjerg the roads to our destination, especially in Sweden, were superb – nothing like the volume of traffic or road surfaces we get in the UK. Although I would add, if there was one thing that caught us all out, it was the distances – we seemed to be still working in UK 'map scale' which in Sweden you need to multiply by a factor of at last three.

Monday: We arrived in Sweden along with the hottest weather for 40 years. The journey to Vara took us much longer than anticipated (around 10 hours) so following unpacking and sorting bedrooms out, we were all ready for a good night's sleep. The house, being previously a village hall, was more than adequate for space, though the bedrooms were, shall we say, random. With plenty of outside space, our evenings were spent enjoying the evening air. The night at this time of year arrives around 11.30pm and daylight appears around 3.00am, which means you can happily sit out all night and enjoy the skies, the sun never really sets, giving more of an evening glow rather than total darkness.

Tuesday: Next day, despite our trek to get to our holiday home, our first planned trip was a three-hour drive, stopping for lunch alongside a lake that is approximately the same size as Wales, carrying on to Nordic Racing to look around their workshops, meet the owner and staff and generally nose about. Nordic were very friendly and helpful explaining what they were working on, what improvements were expected and their plans for the future. Martin B and Matthew were



Swedish roads



With Eric Carlsson at the Saab festival



Viewing platform Trallhalton falls

given the opportunity to try their mildly tweaked NG900 putting out around 300bhp – they came back with broad grins. Nordic's involvement with biofuels was very interesting and clearly, in Sweden at least, this is the way to go, especially when you consider the cost comparison of approximately half that of normal fuel, compared with the derisory UK's 10p saving. The day ended with a visit to a local supermarket for stocks and whilst looking through the magazine stand I spotted a classic car magazine with a feature on a superb Green 99 Turbo. It was in Swedish, but the pictures were superb. Looking again at the cover and working out the conversion rate, the magazine would cost well over £10! It was duly returned to the shelf. Highlight? Mark Ovens, donning a rather nifty leather Saab cap, version of YMCA. Brilliant and had us all in fits of laughter.

Wednesday: A Swedish national holiday, so we were able to unwind and wander around the pretty village of Vara, stroll along the river, stopping for some light refreshments by a brook. Considering it was a national holiday, the village seemed almost deserted. Returning to our holiday home we found Emmett and PhilB had arrived after a long drive via the channel tunnel. The fantastic sunset, good food and a few drinks combined with the balmy weather ensured everyone was beginning to unwind fully and enjoy the Swedish way of life.

Thursday: A 50 minute drive through a few villages including the now infamous Grastorp, to Trollhättan for the Saab parts day. This is where Saab sell off any items they no longer wish to store. To say there were bargains to be had would be an understatement. Interior trim, panels, mechanical, electrical, bodywork, accessories you name it, they had it, though it must be said that in some cases (door panels for example) only one side was available. The queues were long, the number of people shoulder to shoulder, but nevertheless it was a great day. For me the best buy was Saab amethyst spray touch-up paints, including lacquer, which when converted to UK£ worked out as 70p for both cans two boxes were duly purchased and my 9000 now has a nice shiny rear and front bumper plus bonnet! Tony Free bought a new roof lining for his 900 two-door which worked out at £8, Saab rocking cars were around £18 and classic 900 bumper skins at around £9. The list goes on and on, but hopefully you get an idea that when I say bargain, I mean bargain! The Saab museum was also open throughout the weekend and free to enter, so a visit to this was planned for later that day and again we were not disappointed with the selection of cars on display from UrSaab to the stunning Aero X.

Friday: A laid back return visit to the parts day which thankfully was much quieter, with another visit to the museum. Along with this were trips to the main Saab dealership (ANA), seminars and displays. The evening was

another enjoyable meal with David Lowe and myself on the road at around midnight to collect Anne, Tom and Susi from Gothenburg airport. Normally flights do not run this late but after a combination of a two-hour delay at Bristol Airport due to Anne obviously looking very shifty and being subject to a body search, bad weather in Amsterdam delaying take-off, arriving in Amsterdam and again being held up by the thunder and lightning and would you believe it, once again Anne being subject to yet another body search, it was after 3.00am before we made it home.

Saturday: Saab track day at Kinneskulle Ring followed by the Saab banquet. Nothing could have prepared us for this. The sight of Two-Strokes, Sonnets, single seaters, Stig in his 99T, modern Saab track cars plus the amazing Saab Performance Team all on one day was a memory that will stay with us all for a very long time. Being able to stand no more than 10 metres from the Performance Team as they do their 'stuff' as well as at the kerbside as the cars raced around the circuit was something that simply would not happen here in the health and safety world of the UK.

The evening was equally memorable as 1,600 Saab enthusiasts sat down for a traditional Swedish meal. Located in an old Saab factory block added to the atmosphere with musical entertainment and between courses, stories of past exploits from the likes of Eric Carlsson and Stig Blomqvist. We were seated next to the Latvian contingent and it was clear, the Saab friendliness has no boundaries – a good night was had by all.

Sunday: The Saab Festival final day. There were so many cars in attendance that some were unfortunately put in the general car park which was a shame, especially for some of our Group, but this did not dampen the atmosphere. To see so many Saabs in one place took a bit of getting used to. Wherever you looked there were superb examples of the marque, with equally friendly owners. It seems language has no barriers on these occasions. The highlight of the day for us was late afternoon when as everyone was getting ready to leave, we spotted Eric Carlsson passing by. The true gentleman he is and despite what must have been a very tiring day for him, he was happy to chat and we ended up taking a Group photo with the great man himself.

Monday: Again a much needed day of rest and relaxation, taking stock of what we'd bought, stories exchanged and a train journey from Trollhättan to Gothenburg for a day's sight-seeing. Unlike Britain, the train was on time, clean and modern, arriving in Gothenburg station again on time. After a quick visit to the Tourist Information Centre we decided on a canal trip as being the best way to see the city. The tourist boats were very flat and low, for a reason that will become clear. We were not disappointed with a superb guide and trip



Gothenburg old and new



Outside the Saab factory

around the harbour and city canal – it looked very Italian in style. The flat boats? Well, Gothenburg has many bridges over the canals and these bridges are very low which means even seated you must duck to ensure your head remains attached to the rest of your anatomy. There is ‘however’ one bridge that demands something extra. The bridge is named ‘The Cheese Slicer’ for a very good reason. It is so low that to simply duck would ensure everyone on board would never have to worry about headaches ever again. With this bridge you have to literally lay on the floor. Needless to say we all got into the spirit of the occasion and much mirth was heard from the GWS corner.

Tuesday: A visit to the Saab factory at Trollhättan. This was planned so we could see the production line in action something that would not be operational during the Saab festival. What a fascinating insight into how cars are made. A 9-5 next to a 9-3, next to an Estate, next to an Aero with every part in the right sequence to be fitted – get it out of sequence and you might see a 9-5 bodied 9-3 Sportwagon! Well worth a second look.

The rest of the holiday was equally enjoyable. From a rather intoxicating ‘Grastorpien’ night that reminded me so much of a Monty Python sketch, a re-enactment of ‘The Cheese Slicer’ bridge in the kitchen using our chairs, Mark aka Parish recreating the ‘YMCA’ song for us all to enjoy, BBQs, visits from our neighbour in his dusty, but oh so sweet, sounding Bullnose, to mostly sight seeing to the lakes, the local towns, the locks at Trollhättan and Värnesborg. As is the problem with such holidays, it finishes far too quickly and we are left with only the memories and pictures, plus of course all those cheap Saab parts! The trip back was only spoilt by severe weather in Denmark, which as we planned on viewing the superb bridges at Malmö, meant the most we could see was the base of the bridges as we were crossing.

So there you have it. A potted history of the GWS Saabs to Sweden. A holiday is only as good as the people who go and I personally would like to thank everyone for making this trip probably the best two weeks for as long as I can remember. Finally a big thank you to Tony Free for planning the two weeks, Alan Sutcliffe and Julie Free for organising our money and everyone else for all these great memories.

Needless to say, plans are already in place for a return in 2009.

*David Dallimore*



Canal trip Gothenberg - everyone duck



Bridges near Malmo on the way home

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# Another Rare Chance

## He who dares wins – again



A letter in the January issue of 'Driver' entitled 'Another rare chance' back in 1995 led Martyn Gibbs to purchase this wonderful example of a 1967 96 V4 De-Luxe with only 19,250 miles on the clock!

In the April/May issue of the same year, Martyn wrote a piece for the magazine entitled 'He who dares wins' detailing his collection of the car in Gloucester from Mr Laurie Burrows who was left the car by an elderly lady because he had serviced it for over 20 years. Some 12 plus years on Martyn writes to inform us that he is putting this grand old dame up for sale:

"Well you Saab enthusiasts this beautiful 96 V4 De-Luxe 1967 Silver Sand is up for sale. This 40 year old has only covered 7,475 miles in the 12 years of our ownership, thus a grand total of 26,725 miles since new.

"Last year we fitted four new Firestone tyres and the car is, of

course, still in its original condition. Oly (OYL 202F) as we affectionately call her, has in the past been entered in a number of Concours D'Elegance events over the years with success and also shown on the SOC Stand at the NEC Classic Car Show.

"We feel the time has now arrived that we should be seeking a new home for Oly, therefore if you feel you could continue to cherish this wonderful car, then turn to the classified section. We await your call."

*If any Member acquires this car, let's bring this story up to date and write to let us know – with pictures, of course, Ed.*

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Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £10.00 offer tickets per club member, or one family ticket per member, subject to availability.

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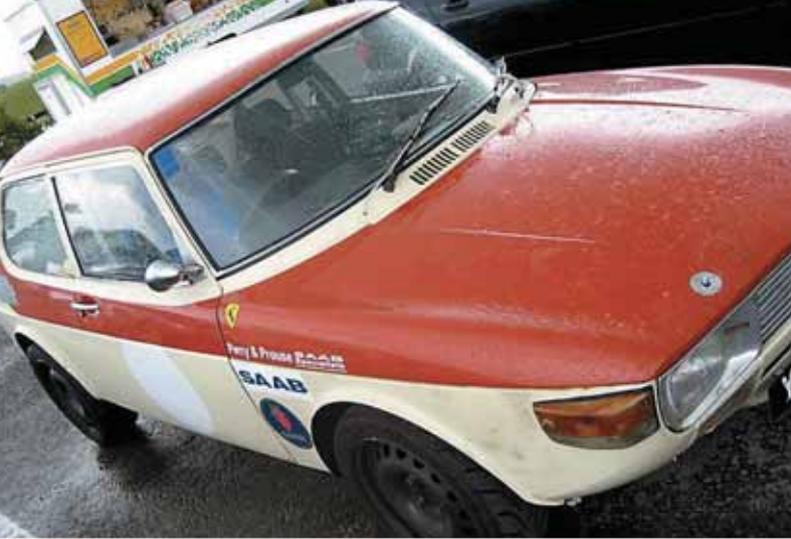
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# Soggy! Sunny! Fun! Slippery! Bang!

## Saab Owners Club Performance Event Croft Circuit, 24 June 2007

June 24 saw the Club have a successful return to Croft for our first Annual Performance Event. This was planned to be more than just a trackday, with a rolling road and tuning services available... at least that was the plan!

We benefited greatly from financial support from Roseisle Motor Company, the only Maptun agent for Scotland and now a Saab Authorised Repair Centre too. Ranald Watt of Roseisle also offered Trionic upgrade services and to bring their Roto-Test 'rolling road'. Unfortunately we did not have enough take-up for the Roto-test to warrant the cost of another van and technician so this was cancelled at the last minute, but we will do something again. One Member was able to take advantage of the tuning services – Andy Gilchrist (of the service department at Nidd Vale Saab, Harrogate) had a 9-5 2.3 LPT to which he had fitted a TD04 turbo (ie Aero spec) but still had the LPT ECU software. Ranald supplied an upgraded ECU for Andy to take full advantage of the new turbo, and I'm not sure I've ever seen such a big grin. He's still talking about it!

We are also grateful to Weston Moore's Nottingham Saab operation for donating prizes for for the post-event awards. It was a shame that Wes had to miss the day, as I'm sure he'd have enjoyed it, but Wes's right-hand man, Karl Lamb certainly seemed to have a lot of fun on the track.

I chose to camp at the circuit before the event this year, so arrived on the Saturday evening, along with Mark Anderson from the Netherlands who was joining us again, this time in a lightweight homologation special BMW 320Si which was interesting to compare against the Saabs. We had a great evening, entertainment provided for all courtesy of trying to pitch my 'new' tent for the first time with no instructions, shortly followed by George 'Ylee Coyote' Clarkson having similar fun with his new tent. The great thing was, this being an SOC event, that other people just dived straight in to help us all out. Thanks to all!

Lots of barbecued meat followed along with a few bottles of

beer and when it got cold later on, the port and whisky came out... it's a wonder we all got up the next morning! We all slept well I think, and woke with surprisingly clear heads, but rather damp conditions. After a good greasy breakfast the weather seemed to be improving with blue skies and sunshine, for now at least.

At this point I need to offer my thanks to Karl Moxon, Steve Reynolds and Dave Ross for their help in administering the signing-on process, we seemed to have it a lot slicker this year. Wandering around the paddock we had a very interesting mix of cars this year, and there are more and more track day specials creeping in, which is good to see.

First sessions on the circuit proved to be interesting – the circuit was still pretty damp and was quite slippery in places due to standing water, but as the morning progressed it dried out and we were all getting quicker and quicker. The Team Fliptop T16S seems to be plagued by pinking and boost problems, even with the APC refitted, but after much tweaking of the MBC we got it performing fairly consistently and the new radiator has cured the overheating we had last year. Thanks to Dad and Dave for most of the fiddling on this as I was busy doing other stuff.

A few casualties started to build up during the day which was a shame. Ranald's beautiful 500+BHP 9000 decided to stop, the special Walbro fuel pump was acting up and he didn't have a spare. Neil Brightman's beautiful Lightning Blue Vigen came to an abrupt halt when his engine decided to seize. I've been following 'crazy' Brightman's rebuild saga on the web forum since then and it seems the damage was mostly caused by a single service at a non-franchised or non-specialist garage, that used the wrong oil. A solitary lesson in



how important it is to always use fully synthetic oil in these cars, especially Trionic 7 cars.

The rest of the day was a mixture of rain showers and sunshine. Everyone from the very experienced to the first-timers seemed to be enjoying themselves, until mid afternoon when the heavens opened.

As we lined up for the next session, I was at the front of the queue, with Martin Bayfield of Jamsaab behind and Mark Anderson's BMW behind Martin. We were held in the pit lane for quite a while while the rain abated, but when we were finally given the chance to go, we set off gingerly as there was a lot of standing water on the circuit. The first right-hander, Clervaux, was more like a ford!

After the chicane I felt confident enough to open up the car and took her to about 85mph on the way down to Tower, the long right hander at the end of the back straight. To put this into context, in the dry sessions I was easily seeing 110mph along this stretch. Just before the braking zone, there is a little kink in the circuit with a lot of standing water at this point. I went through the water, and noticed in my mirrors that where Martin had been quite a way behind, coming out of the hairpin he was closing fast. Next thing I saw was the Jamsaab T16S suddenly spinning into the Armco – he had hit the standing water and the scrubbed out track day tyres just aquaplaned, the car snapped sideways and poor Martin had no hope of catching it. I could see bits of C900 flying off the Armco and pulled in once I had got around Tower – all of the traffic behind had stopped and Mark was dashing over to check that Martin and co-driver were OK, which thankfully they both were.

This understandably curtailed the session, and we had a second driver's briefing – the team from Croft were keen to point out that unless the weather improved we might have to call it a day. A few people chose to pack up at this point, especially those running on balding tyres. For those of us who sat out the rain, we had an open pit-lane session for about 45 minutes to round off the day, which was immense fun (and tiring!), and an unusual occurrence at Croft – they tend not to do open the pit lane due to the noise regulations. We were lucky that with only about 15 cars remaining there was no point running separate sessions.

And so to the Awards, this year held at The Croft hotel at Croft on Tees, who were more hospitable than the previous year's venue. Thanks again to Nottingham Saab for donating the prizes, which were:

- **Best turned out car:**  
Rob Eades, 900 T16S - C16 TBO  
Rob received a great Meguiar's valeting pack.
- **Biggest Mechanical Malady:**  
Neil Brightman, 9-3 Viggen – T655 JUJ  
Neil received a gallon of fully synthetic oil and a genuine filter (no irony intended at the time!)
- **Biggest Moment of the Day:**  
Martin Bayfield, 900 T16S  
This had only one contender, Martin received a socket set from the excellent Halford Professional range. I think he may have needed a big hammer too...

Thanks to everyone who came and supported the event, both entrants and spectators. Looking forward to next year already... Cheers!

*Al 'Fliptop' Philpott*

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Saturday, 15 September saw a small band of odd-looking old cars descend upon the visitors' car park at Sutton Bank, on the edge of the North York Moors. Among them, Derek Herring's green bullnose 96 two-stroke was the oldest, followed by Peter Briggs' Sonett II. There was also a fine selection of 96V4s from Tom & Linda Shrubbs, Bryan Shrubbs, Neil & Jenny Ryder, Geoff & Margaret Heath, Rose Philpott + chauffeur (yours truly), and a 99 interloper from Paul whose surname now eludes me – sorry Paul!

This motley crew of old Saabs was joined by a selection of more modern Saabs from the Ebor group, including Ron Eades' Trent-modified 99 turbo on its first outing for several years, Mark Ashton's 9000 turbo with its self-modifying gearbox (hope it's mended OK, Mark!) and various other 900s, 9000s, 9-5s and 9-3s.

The old cars set off in convoy following a circuitous route to Whitby that took in a good selection of different parts of the Moors. First stop was at Rievaulx Abbey where several of us decided to spend a bit of time exploring (only to find we were hurrying later...), followed by Helmsley where Neil & Jenny spent more time than they initially planned. From there up into Kirkdale and the lovely St Gregory's Minster, and then up onto the high moors and into Farndale, famous for its daffodils in the spring.

At this point I have to remind you that Rose's car received its first MOT certificate 14 years the day before the event, so it was all a bit of an unknown quantity for us. So far, so good, however the 1:5 Blakey Bank had the 96 running a little warm so we stopped at the top to admire the views down Rosedale, and let the old bus cool off a bit.

From here, down into the pretty village of Hutton-le-Hole, dodging the suicidal sheep and pheasants. Our next stop was Rosedale Abbey, which meant negotiating the 1:3 downhill of Rosedale Chimney Bank. Not for the faint-hearted, especially when you are following a very nervous 4x4... The brakes were a little warm now, in fact I had the beginnings of fade as we

arrived at Rosedale Abbey so time for a cup of tea while they cooled down.

We found a table at the Abbey tea rooms, where the Reynolds and Heaths were also seated. And we waited to be served. And we waited. And we waited... Forget Fawltly Towers, this place really does take the biscuit... but won't sell it to its customers! So after a longer-than-planned stop we had to rush across to Whitby, which meant we cut our route short – the rest of the group who completed the run managed to cross the high moors to Egton Bridge, then on to Goathland and Grosmont, before dropping into Whitby along the Esk valley via Ruswarp. We took a more direct route to save time, arriving at the Marina car park in time to see everyone who had finished dash off to Trenchers for a fantastic fish & chip supper – the Halibut was wonderful, I hope the rest of you enjoyed yours too?

The 96 was getting warm again on every major uphill stretch so I have some fettling to do there. Otherwise, the day went largely without incident for us. Ron had to take an early bath as the brakes were binding on the 99. Geoff & Margaret had to head off early to meet friends, and Derek called it a day around Goathland I believe, but all in all a successful mission.

After dinner, I was followed home across the Saltersgate road past the Hole of Horcum by the Ryder's 96, Peter's Sonett and Paul's 99 for a quick pit stop chez Fliptop.

I had great fun setting the route, and an even better time completing it in the V4 – if the others had half as much fun then I'll be happy! Thanks for coming!





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# Paul Whitehouse and the flagship Haymill

Saab acquired Haymill Motors, the original importer of their cars into the UK, in 1978. In that same year a young man joined the sales team at Saab Haymill in Farnham Common, Buckinghamshire.

The young man was Paul Whitehouse, already successful in marketing premium quality motor cars and an ideal choice to spearhead the development of this successful dealership, though he may not have been aware at the time of Saab's ability to capture hearts and command lifetime loyalty!

Paul joined Saab Haymill as Sales Manager in 1978 and within a year was Dealer Principal. At the time Saab Great Britain Limited was expanding its retail base in the UK by setting up key dealerships, which was an exciting and innovative move. They were formed to help new dealers coming on stream and Paul established Haymill as the flagship distributor in the UK. He promoted new marketing concepts including customer days, ladies' evenings, golf days, sailing days and skiing trips where the customer drove the cars to a location, got to know the product and found out how good it was, and then purchased.

Paul introduced Superstar programmes involving customers with celebrities such as Olympic oarsman Sir Steve Redgrave and Roger Uttley from the world of Rugby Union. Sponsored cars were provided for Steve Redgrave and Susan Devoy, World Ladies' Squash Champion. Other sportsmen to benefit were golfers Jamie Elson and Zane Scotland and Martin O'Neill, who managed Wycombe Wanderers before moving on to Leicester City, Celtic and now Aston Villa. Horsepower of a different calibre was supported with a presence at Burnham Beeches Horse Trials and the Fulmer In-Hand Show.

In the 1980s Paul's team at Haymill became involved in the Turbo Challenge with an amateur driver, Charles Tippett. The various rounds took place at tracks all round the country. In the first year the Haymill team came second, but in the next year they won it. Through this competition, money was raised for Leukaemia Research and in addition children from a local hospice were taken on a race day. Track days developed from this and Charles Tippett was asked to provide a team of drivers to run these days at Thruxton for potential and existing customers. Twenty four hour test-drives evolved from this, where potential customers could take the car home for a day and put it through its paces.

Now we take these ideas for granted but Paul Whitehouse was one of the first to sell cars in this way. Haymill was the first to sell 600 new Saabs in a year and to introduce Saab to the fleet market. Perhaps he was ahead of his time but he introduced thousands of owners to their first Saab and a lifetime of driving pleasure.

"Saab appeals to free-thinkers, people who make independent decisions and are not compelled to buy a badge to fit in with an image," Paul commented. "Saab has always been proud of its new ideas and the Concept car has been a great example of this, it is good to see them incorporated in the newly launched 9-3 range."

Paul feels that BioPower, also pioneered by Saab, is a great step forward, but the UK government needs to follow the example of the Swedish government and give backing to this innovation. Sweden offers free parking in city centres and incentives to use bioethanol fuel, which offers 20% more power although the car is thirstier!

In 1992 Paul led a management buy-out from Saab GB, keeping all the key staff of Sales, Service and Parts together with the Company Accountant, thus ensuring excellent continuity for customers. With Saab servicing intervals going up to 18K it made good sense to broaden the customer base, adding a Mazda franchise to the new showroom in 2004 and keeping the workshops busy with another marque to service and maintain.

After 29 enjoyable years with Saab, Paul and his management team at Haymill reluctantly decided that the business needed new investment in order to move forward. They decided to accept an offer from Hughes of Beaconsfield, one of the country's leading Mercedes dealers, who are delighted to add Saab to their portfolio.

Now retired, Paul misses the cut and thrust of business, the team he built up over his time at Haymill and the buzz of a busy dealership, but most of all the day-to-day contact with customers, feeling there is nothing like seeing the expression on people's faces when they come to pick up a new or second hand car. He feels the internet is a double-edged sword killing the personal touch which is so important in the motor trade, but it can also put people readily in touch with a specific make or model.

He now enjoys driving a 9-5 Aero Estate but when asked what was his favourite Saab he had no hesitation in nominating the 900 16TS, citing its amazing thrust when the turbo cut in and a very distinctive exhaust note which, let's face it, is what most people will remember as it sped out of their sight!

*Rachel Hillier*



# 2strokeregister



## 'New' man on the block

I am sure that the avid readers amongst you will have read the 'Steering Wheel' column in the last 'Driver' magazine, wherein Peter announced that I had been foolish enough to volunteer my services as the new two-stroke Registrar. Before I go on to introduce myself I would like to echo the thanks due to the outgoing Registrar, David Fielden. David tells me that he had produced close on to one hundred contributions for the 'Driver' magazine during his stint at the helm. That is a hefty contribution by anyone's standards for which we should all be grateful; his retirement from the role is well deserved.

Well now a little bit about myself. I first became a Member of the Saab Owners Club about six years ago when I started to look around for a suitable car to buy. I had previously owned various odd ball classic cars in various states of repair but having cleared the collection to focus on life's usual distractions, found myself with an empty garage. I had always been fascinated by the style and iconic design of the early Saabs and a change of employment meant that I dropped a fifty mile commute for a five-minute cycle to work, what better opportunity did I need to buy another classic? Thus, started a regular trawl of classified adverts in various publications and on various websites.

The more I looked the more focused my approach became. Initially I looked for a model 96 on the basis that availability of anything earlier in the UK was probably very limited. However, I soon came to the conclusion that what I really wanted was a model 92 or 93 and having made e-mail contact with Peter

Briggs, he tipped me off about a model 93B that was possibly for sale. A couple of e-mails and telephone calls later, a viewing was arranged, and shortly after the car became mine. The car, a 1958 model was previously owned by Peter Edwards who was a leading light in the Saab Enthusiasts Club, if I dare mention that name within these pages! Peter has a vast knowledge and understanding of all two-stroke and V4 Saabs and had maintained and improved the car during his nine-year ownership. The photographs summarise the car well; not a show car but a good solid example.

That was five years ago. Initially I used the car on a daily basis, albeit for quite a limited mileage, however the birth of two children and major property improvements have somewhat thwarted my original intentions. I do now seem to be through that turbulence and am ready to get back on track. The car is currently without an MOT, but all I really need to do in order to rectify this is to work through the braking system and find out where all my brake fluid has disappeared to. I did fit new wheel cylinders and flexible hoses to the front a while back, but will check over the whole braking system given the importance of the stopping system!

When volunteering for this role I did take some comfort from the fact that our very own V4 Registrar, Alistair, has only recently got his V4 back into a roadworthy state!

Well, what about the future of this column? I am in the process of retrieving the Register of two-stroke vehicles from David and once I have these I will put together some statistics for the number of vehicles that are known to the Club within



The car, a 1958 model was previously owned by Peter Edwards who was a leading light in the Saab Enthusiasts Club, if I dare mention that name within these pages!

the UK. Does anyone out there wish to have a guess as to how many this will tally, and also how many are currently licensed for use on our roads? I have several ideas for future articles for the column but ultimately I will need to rely on some correspondence from fellow Club Members before my ideas get exhausted. So, if you have a story to tell, please get in touch via my Club e-mail address.

One piece of correspondence that David did pass over to myself was from Barry Gallagher, based in Dublin. Barry had previously asked David for some pointers on where to source parts for a restoration on a Bullnose 96, however his latest e-mail reads:

"Due to time constraints and other pressures I have now decided to sell the car on. It is a 1964 Saab 96, chassis number 212657. As I live in Dublin there is no market for them here. The car is complete but in need of a complete restoration. The front floor panels need replacing (I have replacements) but the rest of the car is mainly good with a little bit of surface rust. The engine is in need of overhaul and I understand that the car has a four-speed gearbox."

So, if you are based in Southern Ireland, or anywhere else for that matter, and interested in the car please get in touch with me and I will pass on Barry's contact details. I myself go to Dublin on business several times a year so I will get some up-to-date photographs when I next visit, and may already have these by the time you read this.

I think that's me done for this initial column. Please do get in touch if you would like to talk anything two-stroke; tell me about your latest project, or even just to register your car on the Club database.

*Martin*

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# V4register

## Rose's 96 update

Latest instalment in the Fliptop 96 saga... I was determined to get the car on the road in time for the Whitby Heather Hop, so although I had an incredibly busy summer at work I managed to spend a few evenings at my friend's farm working on the final problems. The poor running was resolved in part by borrowing a good auto-choke carb off John Wood from EMS branch, which proved that my previously good Fomoco wasn't working quite right despite many strip-down and cleaning jobs. Many thanks John, it'll be back with you as soon as I get the Weber fitted.

I was then able to book it in for an MOT, although it was never going to pass, but at least I could drive it to the MOT station for them to do the small amount of welding that remained (one sill end needed plating) and sort out the grabbing rear drums. As it happened, they also needed to fit a new rear wheel cylinder (I already had a spare) and I asked them to replace the flexible brake and clutch hoses with braided Goodridge items that I had bought previously and not yet fitted. After doing all this work, it passed its MOT finally but on the way off the rolling road for the brake test it stalled and would not restart. The garage owner was of the view that the new fuel pump I had fitted wasn't working, but I didn't believe that the old one could have failed and a brand new one also fail, so I borrowed his airline and blew back up the fuel line from below the pump into the tank (with filler cap removed!). This resulted in some very strange noises, followed by a more regular bubbling, and the car started and ran a treat. This proved to me that the problem is the rust in the tank, and there must be flakes blocking the outlet pipe. That would be why the fuel filter is often almost empty, and is filling up with small particles. It seems to be fine so long as there is at least a quarter tank of fuel, but below that it can just stop and refuse to start.

Anyhow, she is on the road, taxed (although tax exempt I hadn't got a Historic V5 as you need an MOT for that...) and she made it to Whitby and back – got a little warm on some of the steeper hills so I'll be flushing the radiator again shortly. See page 36 for more details of the Whitby run. Otherwise, no serious complaints, just a few minor niggles that are to be expected of a 35-year-old car that's not been on the road for 14 years! Rose and Elanor have enjoyed some short trips in it when the weather has been good, I figure it's best to give it some use now so that I can iron out any more little niggles I find over the winter.

The story has reached its initial goal, but it's far from over yet, stay tuned for further instalments!

## Lots of interesting 96s for sale

I've seen several really good V4s for sale recently on e-Bay and on the web forums, which has made a nice change from the usual rusty heaps and project cars. One of these is the ex-Mike Crouch Topaz Yellow 96L that I featured a couple of

years back, the new owner has decided he must pass it on – if it's still for sale at the time of publishing it's worth a look if anyone wants a good one. Another interesting car is Adam Gent's Yellow 96 with many modifications to make it more useable in modern traffic. From correspondence with Adam it sounds like there are still a few very minor tweaks required, but all the hard work (and some very expensive parts!) is done and fitted. See also the item below regarding final drives that Adam is working on.

## 9:38 Final Drives

Adam has discovered that a 9:38 ratio final drive is now available and writes:

"The first prototypes have been produced and are being tested at the moment. He is collecting names of anyone interested in these crown and pinion sets on behalf of the manufacturer to put together an order list. Let's get the bad news over and done with. The cost is 800 euros with about 40 euros postage. This is about £590. Proper serious money then. Now onto the interesting stuff; the increased ratio will extend the gearing to give the following speeds/1000rpm, compared to the standard 8:39 ratios.

1000rpm 20mph vs 17.3mph  
2000rpm 40mph vs 34.6mph  
3000rpm 60mph vs 51.9mph  
4000rpm 80mph vs 69.3mph  
5000rpm 100mph vs 86.6mph  
6000rpm 120mph vs 103.9mph

"Or to put it another way, the following speeds are achievable at the theoretical rpm of:

30mph = 1499rpm vs 1733rpm  
70mph = 3498rpm vs 4043rpm

Please e-mail me if you are interested at [adam@performance96.co.uk](mailto:adam@performance96.co.uk)."

This final drive ratio would really suit a mildly modified V4, or even a high power car with the spec 1 or 2 gearset that consequently revs like crazy on the motorway.

## Richard Currie update

Richard wrote to me again to advise that the spot lamp bar mentioned last time was made of  $\frac{3}{16}$ " steel, not  $\frac{1}{16}$ ", which makes rather more sense.

## Dominique Cuingnet France

Dominique recently sent me some pictures of his rally car, his email reads:

"I am still collecting Saab's and may be got a Sonett II V4 in a few weeks in Sweden. I am still running rally's in my (with your help) V4 RHD and with a 99 2L RHD. I like to run 'regularity and navigurality' with this kind of car because I can drive close to the border, let my



co-pilot see the croosser cars in front and be able to note the CP (contrôles de passage) 'check point'."

I can understand the benefit of using right-hand drive cars on French roads so you can stay close to the edge of the road, with the co-driver keeping an eye on the oncoming traffic! Above is a great shot of the 96 in action:

#### More from Richard Vigouroux-Henday

Richard has added some more information to the last note I included in the 'Driver', just to clarify some of the comments made:

"I was really confining my remarks to what would interest Members who are only using their cars non-competitively, but you then round off with your comment on 1.0 minus camber definitely not a road car setting! For stage rallies I used to run about 2.0 minus, and in fact it is easier to make up a set of wishbone spacer blocks from quarter inch plate and shim from there, but the tyre wear is then fairly dramatic if you have prolonged tarmac use. Having said that I well remember the first 'Motoring News' championship event I did was the 'Rally of the Vales' in South Wales. In those days long past, the

championship comprised only road events and I was somewhat taken aback to arrive at the halfway stop to find the main contenders not only had full service crews but they were fitting new sets of rubber all round, and we had only done 100 miles! I was more than happy to not only be able to drive back on the same rubber we had left home with but also take a class award on that one, but it was a salutary lesson that I was just not trying hard enough!

"The other point I should have made about the front-end set up is that the 'acceptable' tolerances as set out in the workshop manual are quite wide with over a degree of tolerance in both castor and camber settings. My guess is that while most dealers did check toe-in on PDI, I suspect none of them ever did the other settings unless there was abnormal tyre wear occurring. Nowadays not only is it likely that punishment over the passage of time has put some cars outside these parameters but it is also quite possible to have a car which has been running about since it was new with one side set at one end of the tolerance scale and the other side at the other extreme, which while acceptable in theory, is no help to getting the best handling out of it. So when I hear

# V4register



of these sorts of discussions arising among the Members I often wonder how many of them have really taken the trouble to check these basics."

Thanks as always Richard, it's great to be able to share this sort of knowledge and experience with the membership and it's a pleasant surprise just how many new V4 owners I have contacting me (young and old) who are delighted to get access to this sort of information from within the Club.

## 96 Convertible

Mary Uren recently enquired about 'convertible' 96's – she has one as pictured. She sent me some more information about the car:

"Have managed to get down to Ipswich waterfront to take some pics of YYB 841N, otherwise known as Red. I hope you agree it's looking pretty good after recent much-needed bodywork and respray (by Le Garagiste of Ipswich, normally a French car specialist but he takes the occasional non-French restoration project). I had



the mohair hood made (by O'Keefe Coach trimming Services of Warlingham in Surrey) eight years ago to replace a vinyl one that was falling apart, and it's lasting very well. I hope that Red's previous owners, including Christopher Platts of Ilminster who I think did the original conversion, approve. I've also replaced the black grille with a chrome one, it looks so much brighter – likewise the windscreen surround. Why did anyone ever think it was a good idea to change from that to black?!

Red can be seen regularly out and about in Suffolk;

"I think you have to be a bit of an attention seeker to drive a 96 – people are constantly rushing over at filling stations/traffic lights/car parks to chat about them and when we went camping a couple of weeks ago a queue had formed almost before I'd parked! It's not a cheap love affair, is it, but definitely worthwhile I'd say."

It is certainly an eye-catching car, Mary, I hope it brings you many miles of fun motoring – that's what V4's are all about.

#### News from overseas Richard Sutherland-Smith from NZ

Richard recently enquired about sources of oversize pistons for his project. I pointed him at the usual UK suspects like Burton Power, but in the end he found a supplier in Germany [www.motomobil.com](http://www.motomobil.com)

I have a PDF file of the parts Richard ordered if anyone wants to compare prices and availability.

#### Register Changes

As Peter Turner will no doubt mention elsewhere in the 'Driver', the Board has asked me to take on responsibility for co-ordinating the various model Registers, especially in the light of some recent changes of Registrar. Like the mad fool I am I somehow found myself agreeing to this!

There will be a few changes here and there over the next few months, some you may see fairly quickly while others will take some time to materialise. I am very keen, however, to get any feedback from the membership what would you like to see from the Registrars? What sort of help do you need, what sort of information do you need access to? Is there anything you think we could, or should, do differently?

If you have ANY views on this then please get in touch.

That's it for this time, have a great Christmas folks, the days will be getting longer soon...

AI

#### New registrations

A few new registrations this month.

Name	Location	Car	Registration
Derek Darnell	Hounslow	96	UJT 544L
Jim Whiston and Elaine McFarland	Ardrossan	96	JOK 768N
Dr J H Swallow	Chelmsford	96	RAR 155R
John Heaton	Stockport	96L	OYO 4R

Derek sends a photo of his lovely Yellow 96, and also one of a similar car on dutch plates he spotted while in Sweden for the 60th Anniversary Festival. He has some concerns about the clutch and front callipers on the car and is waiting for a new diaphragm kit from Highgate.



Jim and Elaine's register form must have been hiding in my inbox for quite a while, I recently discovered it while looking for something else so apologies for being so slow in mentioning your car! It's a Topaz Yellow car imported from Sweden by Mel Windsor. It has an uprated engine with spec two gearbox, Weber 26/36DCD, diaphragm clutch, Simons (Jetex) exhaust... and Minilite wheels. Nice spec! I think I remember this car from the Billing National a few years back when Mel still owned it.

Dr Swallow has owned his Green car since new. It was rust-proofed initially, and in 1994 gained a heated rear window.

John's car is Carolina Blue and has a period Webasto sunroof and door mirrors fitted.

It never ceases to amaze me when I think that even the newest UK spec 96 is over 30 years old now! It's great to see so many finding good homes and being kept on the road. Good luck with your cars, chaps.

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# 170,000 miles and still reliable

Now is the time make a few extra preparations if you are using your 99/90 through the winter. It is worth waxoyling any exposed areas on the floorpan & wheelarches, and even repainting any rust areas if you have time.

As we near the end of 2007 my 1984 90 continues to be remarkably reliable as an everyday car (though writing this in October I may be tempting fate!) It passed the 170,000 miles mark this year and apart from a service all it has needed is a set of front brake pads and a couple of wiper blades. The only other problem has been with the ignition/starter relays which have played up a couple of times, giving symptoms similar to having a low battery, but at least the connectors and relays are easily accessible. There are a few minor water leaks and rust areas starting to appear at the bottom of the doors and on one wheelarch which I'll try and look at before the weather gets really bad, but overall it really doesn't seem like a 23-year-old car, which is a tribute to Saab's engineering at that time. You can still depend on it for long or important journeys without worrying about breakdowns as you might with other classic cars, as I suppose it is now. (Now I'm really tempting fate!)

## Reliability – 1973

At the National I picked up a copy of Motor from June 1973 which included a 12,000 mile test of the Saab 99 and a survey of reader owners after around 12 months of ownership. Interestingly 93% of the cars were privately owned rather than company cars and 74% of owners said they'd buy another one, one of Motor's highest scores. Saab dealers were also rated very highly.

The survey compared the 99's results with the similarly engined Triumph Dolomite and there aren't too many surprises here, with the Dolomite out-scoring the 99 on performance, steering and dashboard, but losing out on road-holding and most other areas. The main complaint regarding the 99's reliability was oil leaks, which I'm sure we're all familiar with! There were also complaints about water leaks, both in the engine bay and into the car, hydraulic fluid leaks (!), and notchiness of the gear change. Brake pads were generally thought to need replacing too often, though the actual braking was highly rated, as was 'poor/thin paint – a

frequent enough complaint for most cars – only mentioned by 8%'. The 99 is often criticised for its 'love it or hate it' styling and one of the journalists thought it looked dated... in 1973! One surprise in the reader survey was that the 99 comfortably won on styling against the Dolomite, which many now regard as an attractive car of the time. Clearly it appealed to its owners, if not everyone else.

## Winter Driving

Now is the time make a few extra preparations if you are using your 99/90 through the winter. It is worth waxoyling any exposed areas on the floorpan and wheelarches, and even repainting any rust areas if you have time. Waxing the paintwork helps to stop water laying on it, and clean round any gutterings to help water drain away. Obviously check anti-freeze, and tyre pressures which can drop in cold weather, and make sure ignition electrics are clean and in good condition, and that bulbs are bright - some can get dim with age before they actually blow.

I do find, particularly as the old windscreen gets more weathered with fine scratches, that it's well worth changing the wiper blades every year (rather than waiting until they split or fail the MOT!). Treating the glass with Rain-X also makes a massive improvement to wet weather visibility. I'm usually pretty sceptical about the wild claims of some of these types of products which can be difficult to prove, but Rain-X really works, making the water bead off the glass so in light rain you hardly need the wipers on. It is also worth treating the side and rear windows. One problem I haven't been able to fix is the heated rear screen de-mist which is slowly packing up. If anyone has any suggestions for this let me know.

## Registrations

B registered 90s are the main feature this time. Andrew Reid e-mailed to say he had sadly sold my 90 after almost 17 years loyal service. You can't ask more than that from a car! Added to the register is another 90, bought by Alex Conradt to



Saab 99, 1973

replace a previous one. His new one is azure blue with blue interior and has a number of improvements and modifications which include minilite alloys, glass sunroof, fog lights, three-spoke leather steering wheel from 9000CSE, electric aerial and 12 CD changer. Sounds like quite a car!

On the 99 front Richard Collett has sent details of his 1983 99GL 2-door in beige with brown interior, which has only done 36,000 miles. Amazing how these low mileage examples still keep turning up.

#### 99 Convertible!

Ian Studley sent some interesting and detailed plans for removing the roof of your 99. These don't just show you where to use your angle grinder, but give very detailed instructions for strengthening the chassis first, with extra sill sections and transverse boxes which look properly engineered. Whether you go for a hood or tonneau and the design of either are left to you, but could make an interesting project, or a drastic solution to the perennial headlining problem. Further details in a future issue.

*Stuart*

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## ITIS – It's the injectors Stupid! or is it the electrics?

This issue includes the second article from Rod Stubbs (MN 5527) concerning fault tracing on 900 injection models. The third (and final) article will appear in the Jan/Feb 2008 Driver along with a picture of Rod's car and caravan in an idyllic setting. Members are already benefiting from this guide and many thanks are extended to Rod accordingly. Pictured for this edition is Alex Rankin's (MN 18472) superb convertible. Alex proves you don't have to go to the ends of the Earth to find your dream, it just sometimes seems that way!

### ITIS It's the Injectors Stupid! (Part 2)

In my first article I indicated that prior to systematically going through the engine systems I had carried out a full service, so I will not describe items dealt with then. To check out the air system I started with all those little rubber hoses coming from the throttle housing and inlet manifold. From previous experiences with the engine I was fairly confident that any leak would have to be fairly large to cause the problem. With the engine off I disconnected each hose in turn from the manifold, connected the vacuum gauge, drew a small vacuum, (by sucking, you can also use a bicycle pump with the washer reversed), and then checked that it could hold the vacuum. I got the following:

- a) the distributor and hose was OK;
- b) the hose to the PVC valve was OK as was the valve, being closed when cold and open when hot;
- c) the hose and valve to the rocker cover were OK the latter being checked by blowing through the hose, the valve should prevent air getting back from the manifold;
- d) the turbo dump valve had a small leak;
- e) the fuel regulator held a vacuum, I also pressurised this hose to 0.5bar which it held, (the turbo boost pressure can go as high as 0.85bar). Although this is not a complete check of the fuel regulator, it is a pretty good one. The most likely failure mode is a leak in the diaphragm which would put fuel direct into the inlet manifold, and should show up in these tests.
- f) The hose to the cabin heater vacuum controls was OK. On the turbo model there is a valve at the reservoir end to stop it being pressurised when the turbo kicks in. I checked this by pressurising to 0.5bar.

g) The hose to the turbo gauge was OK.

One other point when checking these small hoses, the two grommets in the inlet manifold. They can loosen leaving a black oily circle on the manifold, however I had replaced mine several years back and they were OK.

I soon proved that the problem wasn't caused by the dump valve. Clamping the hose had no effect whatever on starting. I then did a careful check of the two larger hoses from the throttle housing to the automatic idle control valve, and of the large hose to the dump valve. This valve has a reputation for failing, not only as above, but also the inlet and outlet hoses where they are fixed to the valve with nylon snap hose clips. These clips can break, usually on the underside of the pipe, and looking at the valve, (between the turbo and the front of the engine, below the thermostat), they would still look perfect. To check, you need to get your hand onto the small hose at the valve itself and wiggle it. If the valve body moves unusually you have at least one failed clip.

The last check was to measure the inlet manifold pressure at idle. Connecting the vacuum gauge to the manifold using the connector for the turbo dump valve I measured 19in Hg with a fluctuation of <<0.25in, that looked OK.

At this stage I felt quite satisfied. Things had gone well, even if I hadn't solved the problem yet. Now for the fuel system.

My 900 has the two stage fuel pump, the first stage for pressurising the main pump, so if the former was giving problems and taking time to properly pressurise the main pump then it might explain the starting problem. So the checks I made were as follows. First the non-return valve, second electrical, third a couple of pressurisation tests and last a flow rate test.

a) With the engine off I had the floor of the boot up and the top of the fuel pump exposed. With care and plenty of absorbent cloth I removed the two banjo connectors from the top of the pump. The return one has a small non-return valve pushed into its end. I prised it off and checked it by blowing both ways, it worked so back it went. I changed the 'O' rings on the connectors and pushed them back into the pump screwing down the retaining clamp.

b) The electrical test had two parts. First check the resistance of the return side of the fuel pump connector, (black wire), to



a good earth on the car body. That read  $<0.1\text{ohm}$ . Second to check the voltage at the pump when it was running. As I couldn't get to the back of the plug I got two very fine pieces of wire. I put one in each connector of the plug and pushed it onto the pump. With the multimeter connected to the two fine wires, I turned the ignition on which as it should gave the pump a kick, so the fuel injection and the fuel pump relays were working. I then started the engine and read 12V at the pump, which is OK and also shows that the pump relay resistance is very low.

c) Now to check if the pump was pressurising OK on start up. First test was to start the engine and then pull the pump fuse (no 30), the engine coughed to a stop. Now with the fuel manifold at low pressure I tried to start the engine immediately. It started on the second turn, so it didn't seem that the pump was at fault. A second test was to run the engine until it was warm and then leave it for an hour. It should now have difficulty starting. However, to ensure it wasn't fuel pressure, I started the pump on its own by removing the pump fuse and the hazard warning light fuse, (no 27), and jumpering between them. Let the pump run for a couple of minutes and then tried to start the engine, it still took 8-10 turns, definitely not a fuel pressure problem on start-up.

d) Just for completion I followed the Haynes manual and checked the fuel flow rate by jumpering the pump as in (c). As great care was needed with this test, my wife came out to help. It delivered  $>1\text{litre}$  in 30secs which is fine.

At this stage I had mixed feelings, it was good to have tested the fuel system fairly comprehensively, and to have ruled it out. On the other hand a little disappointed, I had thought that I might have found the problem with the pump. That said at least it was one piece of expensive kit that was not going to have to be replaced!

So that left the electrical and the fuel injection systems. The former I knew quite a bit about but the latter, apart from the general idea as to how it worked, was a mystery, and the Haynes manual didn't seem to cover the Lucas system. I had already been talking to colleagues about my problem and the consensus was the air mass meter, (AMM). I was beginning to hear numerous examples of similar problems on others Saabs which had been solved by replacement, always at great cost, of the AMM. However, when I asked the question as to what was wrong with the AMM, no one ever knew! This only strengthened my resolve to solve the problem myself and not to go near any Saab workshop. So as all the books say that everything else should be checked before the fuel injection system, the electrical system was next.

The car had a starting problem, but ran very well. So any electrical problem whether on the 12-volt side or the HT one was probably not going to be found by looking at the engine when running. I would have to look when trying to start! As I didn't have the equipment to thoroughly check the HT side I

### New Registrations:

Name	Area	Mem No	Year	Model
Kevin Sims	Leek	19851	1990	900i
David Roxburgh	Stamford	19839	1991	900T 16S
Thomas Dunn	Newmarket	19216	1993	900S Aero Convertible
Colin Fletcher	Peterborough	tbc	1989	900T Convertible
Bernard McDermott	Dublin	19596	1989	900T Convertible
Dylan Snapshall	Worthing	19788	1990	900i Convertible
Anna-Marie & Stuart Marsh	Saltash	19815	1998	900SE Talladega 900SE Talladega Convertible
Richard Walton	Castle Douglas	19685	1987	900T

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# 900register



thought I would cop out and get Home Tune in to have a look at it. In the past I have had them in about every six years to check the engine over, simply to ensure that I hadn't missed anything during my regular servicing. So the morning came when the Home Tune arrived, I was waiting with the car that I knew would require 8-10 turns before it would start. He connected the diagnostic equipment to the HT leads. However unbeknown to me an old friend was also about to join us. So the engine started first turn! I felt an idiot, I don't know what the Home Tune man thought, but he was sympathetic. Anyhow all was not lost, he found that the coil seemed to be delivering a good pulse, that the spark plug breakdown voltage at idle was 8.4KV and the maximum variation between the four cylinders was 200V. The behaviour at higher revs was also good. This was reassuring, it implied that all cylinders were operating well. A significant variation between cylinders in the fuel air mixture, or a poor compression ratio would have shown up in this measurement. (I later checked the compression ratios and the maximum variation between cylinders was 0.4bar). I asked him about the AMM being the cause of the starting problem, he thought it very unlikely. In his experience when it goes wrong the engine doesn't run properly.

For the next few weeks the engine started perfectly every time. I was beginning to think that I had 'solved' the problem, but rack my brains as I did I could not think what I had done. In fact for the first time I was getting rather concerned, was

the problem an electrical one, a bad contact or loose pin in a connector? I might never be able to find it, yet it might recur at any time, perhaps with more serious consequences!

To be continued...

## Trains, More Trains and Automobiles!

Alex Rankin writes:

"The purchase of our Red 900 convertible happened quite by chance – where to start is difficult to decide! For a long time now I have been browsing e-Bay just looking and dreaming of a classic car. I had always been a 'Ford man' during my younger days and was brought up on Escorts, Cortinas, Sierras, and Granadas, that my dad had as company cars for thirty years. I have to add that my 16-year-old daughter was leaving school in the summer and suggested (only jesting mind you) that I buy a classic car to take her to the end-of-school prom! This I quickly told her was 'not going to happen' as I was not going to spend a lot of money for one night of fun!

"Anyway, several months went on of me dreaming of a classic Ford. I had seen lots of nice cars and had called my wife to the computer to 'have a look'. This request wasn't met with much enthusiasm, as we already had two cars (2004 Mondeo and 1996 Saab 900). Plus, she is not very interested in cars, especially,

as the ones I was looking at didn't have power steering. During one of my browsing sessions, out of interest I decided to take a look at Saabs to see what was on offer, and suddenly this 'gorgeous' red classic 900 convertible jumped out at me! I called my wife and daughter to have a look, and jokingly said, 'how about this for your school prom?' Never expecting my wife to say 'WOW I like that, I have always fancied a convertible!' And it would have to be red in colour.' Well, I was speechless! We have been married for twenty years and I never knew she had this dream of 'going topless'.

"So there we were putting in a bid for a car we really didn't need, plus we live in Somerset and the car was in Sunderland! You really can't get much further away, so no chance of viewing or having a test drive! Our bid was quickly followed by a couple more, so we thought that we hadn't much chance of winning anyway. We waited with baited breath for one of the longest weeks of our life to pass, and were stunned when we won! This now meant planning an epic journey to the other end of the country and home again in the space of a weekend, a task almost impossible for a middle-aged man!

"A train ticket was quickly booked, for a journey that would take eight hours and three different trains to reach my 'quest' (King Arthur would have been proud of me!). My wife drove me to the station in our 900 and I set off at 9:30am on the first leg to Bristol Temple Meads. All was going well and just before midday I changed to a Virgin voyager bound for Newcastle. Rations were holding out well and the weather was causing no problems, (weekend of the floods in Yorkshire) the Virgin voyager was very cramped and I was getting very uncomfortable, partly caused by the large amount of cash stitched into my underpants! (my wife thought this the best place to hide it in case I got mugged).

"Anyway just when I thought I was never going to get there and faced putting the tent up for the night we crossed the river Tyne and into Newcastle station! With very little time to connect with the Metro to Sunderland and not knowing the area at all I did what my mum had always told me to do, ask a policeman! And would you believe there were two of them standing at the top of the escalator. So now I am on the final leg of the journey on to Sunderland. Half-an-hour later and I'm planting the Somerset flag outside the station and claiming victory for the 'cider drinkers' (ow arr). It is now 5:30pm and the seller was not outside the station to meet me as agreed on the phone! (Help! Take the flag down quick.) I called his mobile and he replied: 'Oh, was it today I was going to meet you?' Horrors! Here I

was stuck on foreign territory with no way home! Relief came quickly when he said: 'see you in five minutes!' Phew! True to his word he picked me up and took me back to his workshop to see the Saab. WOW and double WOW! She was gorgeous, better than I had hoped, the deal was done and I set off on the perilous journey to Yorkshire for my overnight stop at my mother-in-law's! Supplies were running low by now, but I new my mother in law would replenish my stock from her vast store that's she keeps for weary travellers such as myself (hail oh mighty Mother-in-Law!). By 9:00pm I was entrenched and eating bacon sandwiches.

"The Saab had performed fantastically up to now but we had only covered 100 miles of our 400-mile journey so the following day would be the real test, many a car has fallen foul on this long trek south to warmer climes! With supplies replenished and a full tank of gas and wearing sunglasses, we were on our way south without looking back (well just a quick wave as usual). The rain was pouring down but the Saab was making steady progress against Mother Nature. Mile after mile went by with no breakdown, although I had past many newer cars stuck on the hard shoulder. We had been travelling at maximum speed all the way (70mph), the Saab was really enjoying itself and looking forward to retirement in the sunny south. Home was within sight and the sun had come out! I pulled over and lowered the hood. Wow! I have never driven a topless car in my life and I have to say the experience is fabulous! My wife and children were surprised to see me home in record time! (Good old Saab). The whole journey went like clockwork and I now have a new love in my life 'a racy little Swedish number less than half my age'."

*Happy Hundreiding,  
Dave*

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# 9000register



## Where have those 15 years gone?

### Time to move on

After writing the 9000 Register for a period of 15½ years it's time to hang up my boots and this is my last 9000 Register.

The registers were the brainchild of Adrian Farrow when he was Chairman, we had a board meeting in Manchester in September 1991 and I'm sure that it was the dismal, damp, Manchester autumn weather that brought on this particular brainwave.

At the time there were no 9-3's or 9-5's, the 9000 had been around for three years and the classic 900 Turbo was 'top dog'.

Adrian 'dished out' registers to various people and then pronounced: "Well Dave, you are the only one with a 9000 so you get the job."

The first mention of the registers appeared in the 'Driver' in January 1992, the 900 Turbo register was already featured in

the 'Driver', then written by Dave Slack.

Initially the 9000 Register was a news sheet, not in the Driver but sent by post to the 29 Members on the new 9000 Register. There were seven news sheets before the register first appeared in every issue of the 'Driver' as a regular slot in the January 1993 issue.

Back in the late 1980s many Saab owners in the Club said they would not buy a 9000 as it was not a real Saab, but as the years passed it became the car to have especially the 'Aeros', and now the much sought after 'Anniversary' model.

I have owned five 9000s, the first was twenty years ago in 1987 and was a 9000i, followed by a 9000S, a CDE and two Aero's.

My last Aero had a slight mishap and was stolen in 2004, when I changed to a 9-5 SE.



The register depends on you the Members to send in information and stories to keep it interesting, I have written several columns detailing the history of the 9000 when the input from Members was thin, but usually there is always a letter or e-mail which arrives on the deadline date.

John Crook will be 'the man who knows' in the next issue of the 'Driver', and I as the 'Driver' Editor will be around in the background.

John is a retired BT research mechanical engineer; having taken early retirement 15 years ago he has been busy ever since. His first Saab was purchased second-hand in 1981 a Pale Green 99 Combi. It was a bad introduction to Saabs because the auto gearbox had been bodged and the twin carbs were not the same so it soon went.

John then had a 900EMS that went very rusty, so on retirement a nearly new series one 9000 was bought, but some delightful character gained access to his bank account and relieved him of a large amount of money – so the 9000 had to go. There followed a number of old 900s. These taught John a lot about working on Saabs, the only job he did not tackle was clutch changing as his local dealer could do the job in 20 minutes! Unfortunately the last 900 he had was written off by intimate contact with a level crossing gate post when Bea (Mrs Crook) was driving.

This episode had two outcomes (1) they now had no Saab and (2) it was found that Bea suffered from a nervous disorder that meant that signal paths in the nervous system became blocked.

John has ridden motorcycles since he was 19, and Bea has ridden pillion with him.

Bea was very upset about not having a Saab, but their last trip on the bike together was to a Moto Guzzi Club Rally in the New Forest and lo and behold! Parked outside the rally site was a rather dusty 1994 9000CSE and as a result a small amount of money changed hands.

John collected the CSE a week later and driving home realised that it was in need of a lot of TLC.

Owing to circumstances, they tour in a caravan, and not liking to follow grey-haired retired old drivers, John called in on Abbott Racing and left with a large bore stainless exhaust and ECU upgrade and this, together with the intercooler he fitted, made the CSE a Golf GTi eater.

I am sure you will all join me in wishing John success in his new role as the 9000 Registrar.

#### Chris Ivory (17460) 1995 Saab 9000 CSE 3.0 V6

Only one registration this issue and Chris Ivory (17460) writes:

"Following the reluctant sale of the Swiftmobile 1997 GM900SE Turbo Auto Convertible, and after a five-year gap I have purchased my second 9000, and it is great to be back with an old friend.

"I previously owned a 1992 9000 2.3CSE FBT for around six years, this car was sold to David Fisher and is still running.

"This vehicle was bought from my neighbour – four doors down in April 2007, who had previously owned the car since she was 18-months-old – washed and polished every Sunday, and maintained light mileage! Work is in progress to bring her back to as near showroom condition as possible. We're getting there, and by her history we have a good head start!

"The original registration is N741VCF and about to be changed to N30 CSE. I was browsing the DVLA cherished numbers page, and my finger slipped!"

*Over and out, Dave*

PS In the last issue, the dreaded gremlins got at the 9000 Register, and the last part of the first paragraph referring to 'OAT' a 900, should not have been there, it now appears on page 21 along with the associated photograph.

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## The 'X' Factor

Many thanks to those owners who have contacted me with their registration details for the new 9-3 database, it is very much appreciated. However, I am sure there are many more owners reading this who have yet to make contact.

### Black Turbo

As mentioned in the July/August edition of 'Driver', Saab has officially announced that they will be producing a run of cars known as the 9-3 'Turbo-X', rumoured as the 'Black Turbo'. No figures for production have yet been released. Featuring the new Haldex All-Wheel-Drive system, the car will be powered by the same 2.8 litre V6 used at present but with a hike in power taking the figures to 280bhp and 295ft lbs of torque. Saab says that the interior design is a replica of the Classic 900 Turbo, which is a sales gimmick in my opinion. The only part of the interior that has any input from the C900 is the turbo boost gauge, graduating from green, through to orange and then to red. I find this a sheer marketing ploy and not staying true to Saab ethics. Still, I have no doubt it will be a great car, especially with the power levels quoted. Come on Saab, prove me wrong and show us that the Turbo-X is a classic in its own right! The car will be available in the UK from March 2008. (See page 8 for a full report).

### Viggen Rebuild

In the last edition of 'Driver', I started writing about Neil and his Viggen. Since that issue, Neil has purchased a second-hand engine (from what I believe to be from a 9000 as the engine block is stronger) and has stripped it to the engine block. He has sent the crankshaft and pistons off to a specialist for re-working. Whilst the engine was removed, Neil took the opportunity to check the bulkhead for any stress cracks. Neil has discovered a crack and is currently seeking advice on how to have this corrected.

Neil is starting to rebuild the engine having received the crankshaft from the specialists but is having problems with the position of the oil sump. The sump on the 9-3 is in a different position to that of the 9000. Again more to follow.

### Eleven Saabs

The first letter received is from David Lowe (10659) regarding his new 9-3 TiD Airflow, pictured right. David writes:

" This is my/our 11th Saab (not counting a 95V4 I bought to scrap and the Saabo) since my first 9000i was bought in 1994. Acquired as a new company car – the Airflow spec is available only to company/fleet buyers – following the demise of the 9000 Aero (which was my fault and I'm not allowed to forget it!). I went

for the lowest spec diesel to keep the tax and fuel bills down as I have a 45 miles each-way cross-country commute to and from work. It's a great car – handles well, the engine/gearbox combo is surprisingly flexible and lively and it's averaging well over 45mpg already – and it also looks very, very good in black!"

And the second letter received is from Ken Brierley (16998) Ken writes:

" Prior to changing to a Saab, I had had a number of Vauxhall SRIs, which I was very happy with. However the Saabs are extremely comfortable, I have been converted to an automatic box, especially with the exceptional over-ride. I have heard a lot about problems with other makes of cars with turbos, but have found the engine is very responsive."

### Car Updates

Following on from the last issue of 'Driver', I received an e-mail from Ed Abbott of Abbott Racing concerning the rear axle of 9-3s produced between 1998 and 2002. Ed has brought it to my attention that they (Abbott Racing) supply a rear axle for the 9-3 (also GM/NG900) that prevents any further distortion after re-jigging and a strengthening plate is added. Ed says that every 9-3 that we see suffering from Steering problems/tyre wear problems stems from 'bent' back axles. A car driven with 4/5 adults plus luggage over a significant bump can result in a deflection taking place.

This unit is available from [www.abbottracing.com](http://www.abbottracing.com)

I am still in discussion with a supplier regarding rear camber shims, more updates to follow.

As for my own 9-3, I had fitted new rear shock absorbers as the old units were worn. This had both a positive and negative effect on the car. Whilst the majority of wobble has gone, the overall handling of the car has become worse making me less trusting in the car's handling capabilities. I then evaluated the front springs and shock absorbers to find that they are also badly worn. The car has 145,000 miles and I believe the suspension components to be original, I have decided to renew both shock absorbers and springs all round. Instead of opting for OEM parts, I have chosen to lower and stiffen the ride by way of a Koni sports kit with adjustable dampers. Two factors have influenced my decision, the first being cost, it was cheaper for me to replace the suspension with a lowering kit, and secondly, I would like my car to handle better. At the time of writing I am awaiting the kit to arrive so I will include a report in the first 'Driver' edition of 2008.

*Enjoy your Christmas! Scott*



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## 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.

**David Cartledge** (19769, Newcastle-Under-Lyme), Grey 2005 (purchased March 2007) 9-3 Vector Airflow. This is David's second Saab, the first being a 900i showing 190,000 miles. David has had a host of other cars but had to revert back to Saab.

**David Lowe** (10659, Weston-Super-Mare), Black 2007 9-3 Tid Airflow. David's car features 17-inch alloys, Aero-style boot spoiler and colour-coded trim.

**Ken Brierley** (16998, Stockport), Nocturne Blue Metallic 2005 9-3 Vector Sport.

All correspondence to:  
Scott McGregor

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Fence Houses, Houghton-Le-Spring  
Tyne & Wear, DH4 6LF

Tel: 0191 3855251

(please leave a message if there is no answer, thanks!)

E-mail: [9-3@saabclub.co.uk](mailto:9-3@saabclub.co.uk)

# 9-5register

## Cats Out The Bag

Allen Timms Membership No 201 writes:

"With reference to your 9-5 Register in 'Driver' Sept/Oct 2007, the item on the bottom of page 55 from Rick Heslop, 9-5 3.0 V6 Griffin, about his problem in getting a replacement Cat.

"When I had problems with my exhaust system in November 2001, I considered all options and decided to replace the whole system (including Cat) in Stainless Steel (including exhaust clamps). The main advantage is that you can take it apart again (for any maintenance work) and refit it again with no leaks. Following a letter in 'Driver' July/August 2000 from Charlie Hoare, who was pleased with the service given, I too sought out Longlife Exhaust Centres Ltd., Falfield Garage, Falfield, Glos., GL12 8DF. Tel: 01454-262430 (by junction 14, M5, just north of Bristol). They also have branches in London South, Cardiff and Sheffield, with full details on their website: [www.exhaust.uk.com](http://www.exhaust.uk.com)

"Their range of Stainless Steel Cats is 'supplied in' made up and ready to fit, but the rest of the system is made to suit from tube and sheeting, so can be made to suit any system from scratch. Any car from minis to Ferraris could be in their workshops.

"My 1996 Saab 900XS complete system was fitted for £400 incl VAT, the Cat was £160, with the exhaust system £240.

"Another source could be Stainless Steel Exhausts, see advert on page 27.

"They advise they are introducing Catalytic Converters to fit some Saab models.

"Or Eurocats, Units 2 & 3, Parklands Industrial Estate, Forest Road, Denmead, Waterlooville, PO7 6TJ, [www.eurocats.co.uk](http://www.eurocats.co.uk), E-mail: [sales@eurocats.co.uk](mailto:sales@eurocats.co.uk)"

## Vince's Aero

Steve Vince M/No. 018323D writes:

"Just to let you know that I have upgraded to an Aero estate reg no. AJ03 URN in a very deep bronze/green metallic paint work. My old 9-5 SE (R173 TKX) with stainless exhaust/maptun ECU and handling kit with Aero wheels and every possible extra has gone to a new home with another enthusiast! It did me very well, now with 170,000 on the clock and still running sweet I have to say I will miss her.

"Regarding reliability it still is running on the original head gasket, chains and tensioners and this surely must be down to cleaning the sump every 50,000 and using synthetic oil, changed every 6,000, though it's early years as a 2.0L LPT (up to 85,000) it was run on the usual semi-synthetic oil. I wonder why when searching for her replacement I have seen so many Saabs with less than 100,000 on the clock with new/replacement engines fitted... deep breath of sarcasm, how often was the oil changed? On the other side of the cheque book it is on its third turbo charger and the manual box was out for the reverse gear problem at 120,000. All the usual stuff over the years such as SID and DI have been change, too. All in all very good, I would say, going by the numbers of German stuff I see broken down at the side of the road and much, much newer too!"

## A Sorry Tale to Watch Out For.

Eric C. Thelen writes:

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

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

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

"So the reg is KO03 AWP, the VIN number is YS3EH49G233035253. First registered 28/05/03. So if any Club Member comes across a cheap 9-5 Aero, do make sure that it is not this one.

## New registrations

Clive Tipton has been a Saab owner for the last six years and has just part exchanged his 173000 mile trouble free 01 Saab 9-5 Arc Saloon for a 9-5 Aero Anniversary Auto in Titan Grey. He has had a number of so called prestige cars over the years but he's happy to say that Saab has been by far the most reliable he has ever owned. He is now enjoying the extra performance of the Aero and can hopefully expect this new car to be as reliable as his first Saab.

Matt Gibbs Member No 019760-7 registers a 9-5 2.3 Saloon colour grey

Tony Steer member No 019796-7 registers a 9-5 Vector Estate colour Nocturne Blue

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](mailto:9-5@saabclub.co.uk)



" So after some six weeks without a Saab (a sorry state to be in) I now have a replacement 9-5 Aero EU04 HGC but with lower specification which I purchased from North City Saab, in Chigwell, (Salesman Mark Barham 020 8500 4144), first time I have purchased from a main dealer what a pleasant experience.

Car details: 9-5 2.3 Hot Aero (auto, with flappy paddles) saloon in steel grey, 42K. But only has the following kit: auto dipping mirrors, electric driver seat, full leather (black), heated seats (front only) folding mirrors, cruise control and park assist. Standard CD/radio/tape.

However, the lower mileage shows in the way it drives and gear changes are very very smooth. Very happy with the new car and service from dealer.

" As a result of the above I now have two spare sets of Saab grey mats (one rubber, one carpet) these are not new but in good condition so if any members would like these they can have them for free if they would like to collect them (Buckinghamshire)."

**Alistair is Chuffed with his Purchase**

Alastair Smart Membership Number 1969:

" Hi Guys... Just to update the register, I have just (Tuesday 14 August) changed my car from a 9-5 Aero Estate Auto (SA55 LMK) to a 9-5 Aero Estate Auto

(SL07 HDF) Aniversary Edition.

" Well chuffed with the new car (if I can ever get used to the front spectacles and the sort of out-of-line rear light clusters) but a tad miffed with the way that Saab appears to be going with exclusions in specification with each change of car or perhaps I should elaborate on this by meaning that these exclusions are actually optional extras."

The demise of many items previously specified as standard appears to be in line with GM's influence in the marque but that said, there was never any doubt that I was staying with SAAB which is now number 15.

Safe Driving.

*Trevor Bayes*



# Saabsport

## Castle Combe – Saloon Car Championship



# Early starts and exhausting times

“ The qualifying was a bit greasy and caught me out on the exit of Camp, a bit left and a bit right, a bit more power to get it straight again, and off we go for another lap...

### Round 3

28 May

We were all keen to see what a difference the new diff made, so once again a 5.00am start for all the team, but not all that simple. On the Sunday we got the car finished and were just about to put it on the trailer – we took it round the block as a last test – all was well until we went back into the garage. We forgot that the car was one inch lower on the front and the lip on the floor of the garage just caught the clamp of the

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



exhaust and snapped the flexie on the pipe with it being too hot to handle. That was the first job at the circuit in the morning, with qualifying at 09.45 time was on our side.

Phil stripped the pipe off the manifold and we set about finding a welder, that's what I like about club racing, the word goes round the paddock and everyone is trying to find a welder, one guy was prepared to go home and weld it for us. The next stop was circuit motors that opened at 08.30 and we were there to meet them with our small problem, the guy said: "Just let me sweep up and I will be with you," we all said: "Can you just weld it and we will sweep up," his reply was: "Leave it there and it will be done by 09.00."

So Phil, Roger and myself pushed the car to Scrutineering, I went to see the clerk of the course to ask if I would be able to race if I missed qualifying. "No problem", he said but I would have to start at the back of the field. It was the first time we were asked to start the engine at Scrutineering and with a lot of noise the comment was that it would never pass noise check. The boy's said: "We know there is a bit missing." All passed, so back to the pit and wait until 09.00. The finished pipe was good to go; Phil worked well to get it finished with five minutes to spare (what's all the fuss about?).

The qualifying was a bit greasy and caught me out on the exit of Camp, a bit left and a bit right, a bit more power to get it straight again, and off we go for another lap (had to show the sponsor's name to the control tower), a 1 minute 39.6 seconds put me 29th on the grid again.

The classic saloons had got a good crowd in, we were race four and the weather was overcast and a bit damp. With the crew on the pit wall poised with pit board and stop watch with a new battery, the lights went to green and I went backwards again, with a charge down to quarry with Wayne on a mission; he got one wheel on the grass and a quick spin that put him in the tyre wall – not much damage but he was all shook up. Getting to grips with the damp and drying track I did a 1:28.002, my best time and finished 24th out of 37 starters, an improvement so all happy. The exhaust held for the race but when we got back to the garage it was not going to last any more.

We had a meeting in the garage and decided to miss the next race to have time to fit the new turbo that the boys had got for the next race, so off down to Longlife exhausts for them to make a new down pipe with a new flexie piece, a lot of work was done by Gareth and Phil to get it ready for the next race on the 15 July. 'The Formula Palmer Audi' weekend.

## Round 4

15 July

After all the early starts it was time to do something about it, so a nine-man tent was bought which seemed a good

“ We completed the first lap and just as the leaders went down the pit straight it was nip and tuck with two Mitsubishi Evos into Folly. At about 120mph it all went wrong and they both ended up in the Armco, the result was one destroyed and one badly damaged. But the main thing both drivers were okay.

idea at the time. We left on Saturday afternoon to be set up in time to go to the bar for food, drink and some entertainment until midnight.

The tent was a bit of a trial, and our ability to erect it soon came into question. Where does this go, and what does this do? By this time Wayne and Saz had arrived with nowhere to park. Then an idea sprang to mind and we turned our awning around so we could fit the two cars in, in exchange for help in erecting the tent (good idea).

All was done by 8.45pm which was important as the bar stopped serving food at 9.00pm.

Back to the tent for some well-deserved sleep or so I thought, but with pitching the tent on a small slope and the odd trip to the loo, and trip over the guy rope on the way and the way back, the generator outside and the snoring inside the tent, not much sleep was had.

The morning started at 7.00am to sign on, and then the car was checked over at the tent which saved a lot of time and effort in pushing the car to Scrutineering. The weather was wet and blowing a gale, lap times were down in qualifying, my best was 1:41.08 but 10 seconds faster than my last wet qualifying; that put me 25th on the grid of 35 starters. My best place yet.

When the race started it was dry. After the last race it was nice to have a dry track to see how the car went with the new turbo. We completed the first lap and just as the leaders went down the pit straight it was nip and tuck with two Mitsubishi Evos into Folly. At about 120mph it all went wrong and they both ended up in the Armco, the result was one destroyed and one badly damaged. But the main thing, both drivers were okay.

The Armco did its job, but it took about an hour to clear the mess. So, for the second start of the day, much better, took one off the line and gained a place by the time we got to Old Paddock. By the end of the race after completing a 1:27.477 on lap six of a six-lap race, finishing 18 out of 26 finishers. (But still last in class).

We will have to do something about that.



## Round 5

4 August

With Round Five there was something in the air; with a birthday, a family wedding and work commitments the team was down in numbers. Leaving late on the Friday night after a long day and having to pack the car at the last minute, it was not the best start, but we arrived at Combe set for a good day, pitched the tent – it gets easier with practise and a bit of help. (By next race we will be able to pitch it without any help!) We made it to the bar by 8.30pm for some much needed refreshments.

The conditions were dry, qualifying at 8.55am and looking good for the day. With a full grid of 39 cars it was always going to be difficult to get a good run, doing 1 minute 31 seconds, then 1 minute 32 seconds first and second lap, then into the 1 minute 29 seconds and 1 minute 30 seconds, then came the 1 minute 27 seconds, with a bit of a clear track in front of me it was time to go for it. A good exit out of Camp, down the pit straight into Folly at about 90/95mph, into fifth, move over to the right of the track for a good entry

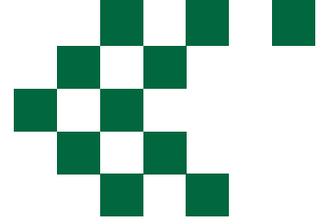
into Avon rise at about 115/120mph, a bit late on the brakes, then change down for Quarry Corner. That's where it all went wrong, I changed down from fifth to second at about 120mph, and as strong as the Saab engine is, it isn't going to take much of that, up into third for farm straight and the Esses, all is not well at the front so coasting round to the pits and a bit of smoke from under the bonnet, and by the time we got to Hammerdown it was time to hit the kill switch and pull off the racing line so no oil was spilt on the track.

The men in orange were over the tyre wall in a flash to see if I was OK. Then the long wait until the truck came round to take me and the car back to the pits.

With work commitments and the Rugby World Cup quarter finals being held in Cardiff on the 6 October and it being the last race of the season, it is time to call it a day for 2007.

But with sponsorship from Quick Heat, and a re-built engine from the boys at South Wales Saab Specialists over the closed season, (If I ask nicely and promise not to do it again) we will be back out in 2008 with more power.

*Mike Wilson*



Saabsport

# Final sprint for EMS



Born out of scientific interest I decided to enter my 1976 99 EMS into Liverpool Motor Club's final sprint of the year, well maybe not exactly in the interests of science, I just wanted to know how it would behave, this is entirely different from how the driver behaves.

I must make it clear that I had no fantasy-filled delusions that I would beat or even come near to the many highly modified Peugeot 205 GTis, Lotus Elises, Honda Integras or Imprezas, although for what it's worth and I am told street credibility counts for a lot these days, my youngest daughter, Emily, reported back telling me that when I launched from the start and took the first 90 left on three wheels, the crowd at the start line broke into an applause, if anything it proves I was trying.

The EMS is totally standard in terms of performance, the engine itself is a little tired, with quite low compression on cylinders two and three and sporting the original type exhaust complete with rear 'T' section silencer, the soccerballs have been replaced with some Ronal Minilites shod with one of my favourite tyres, Bridgestone RE720s. The handling was really good and very predictable. In fact, despite the lack of power, I really enjoyed the corners on the circuit. I did not enjoy the final straight, to get a decent top speed over the speed trap finish I was knocking on the door of 6500rpm to reach around 95ish, I knew I would be struggling on the straight and I could not really do much about it as the car still has the original cog-type primary gears. To give the final straight some reality, the V8 Judd engine single seaters are going over the finish at 180mph!

With a bit of tweaking here and there I am sure I could get it fairly competitive against some of the cars in my class.

Photographs courtesy of Emily Barrow, age 10<sup>3/4</sup>.

*David Barrow*

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

# Classifieds

## 96 V4

### 96 V4 Deluxe 1967

Colour Silver Sand. Only 26,725 miles from new. Tax free, MOT August 2008. Garaged, original and excellent condition. £4,250 ono. See article on page 32. Martyn Gibbs Tel: 01327 263592 (Hinton, Daventry, Northants).

### 96 V4

NPY 769M - 1973 Taxable. Gold. Sports gearbox, camshaft and exhaust. 45,000 miles. Fully restored 1990. Scottish car 1991 nationals. Needs some chrome replacements. Gaaged. Radio. Been laid up - must go. Offers? Alistair Adam Tel: 07770483784 (Central Scotland).

## 99

### 99 GL Saloon

1984, 5 Speed, 2 door, Maroon Red. 127,000 miles. Maintained by Saab Specialist garage and just serviced. MOT and 12 months VEL with interesting reg. A lovely practical Classic 900. Bruce Chilton Tel: 01603 506014 (Norwich).

## 900

### Classic 900 convertible

1993, 85,000 miles. One of the last models. Winner 'Best Saab Convertible' at Saabfest, Trollhattan, Sweden 2005, presented by Eric Carlsson. Winner 'Best Saab 900' at Saab Owner's Club National Rally, UK 2005. Featured in 'Classic Cars' magazine, June 2006. Finished in Le Mans Blue (mica metallic) with grey leather trim and matching blue roof. Standard equipment includes; 5 speed manual gearbox, power steering, electric windows, mirrors and central locking, electric roof with three piece solid tonneau cover (and original storage box), heated rear window. Additional equipment includes; Saab Ronal Minilite wheels with Pirelli P4000 tyres (plus original Saab 15 hole alloys), mudflaps, Carlsson stainless steel exhaust, Sony radio/cassette with electric aerial, extra instrument pack, wood dash and door trim. Stunning show condition with detailed engine compartment and underside. Original sales brochure, handbooks and convertible supplement, even touch up paint, tools and unused spare. Full Saab history. Taxed and MOT. £9,750 John Andrew Tel: 0161 9764520 (Sale, Cheshire).

### 900 Turbo

1985 Saloon with current Road Tax and MOT. 300,000 miles. Ideal for spare parts or rebuild parts. Body and turbo deteriorating. Offers please. Buyer collects. M N Fawkes Tel: 01702 711582 (Southend).

### 900SX

1992 K, 3 door, automatic. A classic luxury limo. 106,000 miles. Full Saab service history to 2003. White with dark beige velour upholstery. Manual sunroof, electric windows, heated seats, alloy wheels, MOT, no Tax, on SORN but used until recently. Must be used, very reliable. This car not only looks good, it is in excellent condition inside/out, made better with clean white paint. Mechanically excellent, am sorry to let it go. No rust. An old lady had it before I did. £850 no offers. Peter Adams Tel: 07727 237828 (Emsworth).

### 900 Turbo Auto Convertible

1990, Red, tan leather, recent new hood, radio, 10 CD changer, cruise control, air conditioning, immobiliser, 67,000 miles. £4,250. E-mail: [gordonwilson@southwoodlane.freeseerve.co.uk](mailto:gordonwilson@southwoodlane.freeseerve.co.uk) Tel: 020 83402176

### 900 Carlsson

White (rare), 1991, J Reg. All visual refinements including leather, walnut dash, 6 CD changer, phone kit. Drives excellent, very good condition. Can e-mail photographs. £2,500 ono. Mrs Mulley Tel: 01757 290117 (Selby, North Yorkshire).

### 900 T16S

Ruby, 1993 Classic. 190,000 miles. Taxed and MOT. Full history. Same owner last 10 years. Sony 10 CD changer. £1,450 ono. Mr Evans Tel: 07831 508523 (Dorset).

### 900 Aero S

Unique plate 'HI 900S' on 1991, 3 door, Classic White. LPT, 177,000 miles. Condition good, clutch and gearbox need some attention to be AOK. Drives well. Tax to December, MOT April. Offers? E-mail: [ddrake@ddrake.freeseerve.co.uk](mailto:ddrake@ddrake.freeseerve.co.uk) Dave Drake Tel: 0208 398 2066 (Surrey).

### 900i 16v

H Reg, Convertible, 156,000 miles, White over grey, new hood since 2003. Well maintained with full service history. Drives well. Taxed to January 2008. Good condition. £1,900 ono. Philippa Usher Tel: 0161 4480262 or 07803 009278 (Manchester).

## 9-3

### 9-3 TiD Airflow Model

2000 W, 83,000 miles, Imola Red, grey interior. 5 spoke alloys. Air conditioning, radio, 6 CD autochanger. Service history. Tax March 2008. MOT October 2008. Excellent condition throughout. £4,000. Neil Ryder Tel: 0115 933 2957 (Nottingham).

### 9-3 Vector Saloon

December 2005, 2.0t Auto, 17", Chilli Red, 20,000 miles. Excellent condition. Reason for sale - I want a convertible, hence only £1,150 or offer. John Beattie Tel: 07982 253299 (Gloucestershire).

## Two-Stroke

### 96 Two-Stroke Bullnose

1964, parts or restoration, complete. Offers. Barry Gallagher Tel: 00353 8725 60137 E-mail: [barrygallagher91@hotmail.com](mailto:barrygallagher91@hotmail.com) (Dublin).

## Wanted

### Two-Stroke engine

with or without ancillaries, anything and any condition considered. Ron Coleman Tel: 016973 20048 (Cumbria).

### 3 Slot Asymmetric Alloy Wheels

15" x 5.5" Graphite Grey centre/silver rim as fitted O/E to 900 Classic Ruby. Any quantity considered, with or without tyres. Geoff Wilson Tel: 0161 3684678 or 07903 856509 (East Manchester).

## Bits & Pieces

### Used V4 1700cc crank shafts

High pressure £175.00, standard £125.00. Ian Studley Tel: 01424 713927 (3.00pm-7.00pm ONLY) (Hastings).

### From a 1996 900 Turbo

Complete set of leather seats in black. Set of alloy wheels - two nearly new tyres, two half worn. Brand new boxed DI Unit. Brand new remote key fob and two batteries. Tel: 01992 711816 (Essex).

### Dog Guard

9-5 Saab Estate (2000 spec) only six months old as vehicle was written off. £80 ono. Alex Chaffey-Groom Tel: 01425 650273 (Hants).

### 96 V4 Parts

Many dry stored clean parts. 25 years of collecting, must be thinned out. Nominal prices. Doors, bonnets, glass, carbs etc Tel: 01442 259100 (Hertfordshire).

### 9-5 CSE

Set of four cms alloys 16" with part worn 205/55 winter tyres. £160. Peter Boyce Tel: 01565 634318 (Cheshire).

## Miscellaneous

### JSS AAB!

Cherished registration on retention. Ideal Christmas gift. Tel: 01757 290117 (North Yorkshire).

### Oil leaking from Distributor

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

## Holiday Lets

### Algarve Luxury Apartment

Sleeps six, sea views, pool. Fully equipped, dishwasher, washing machine. Satellite TV, BBQ. Two bathrooms. Walking distance to beaches and walled town of Lagos. Three top golf courses nearby. Eric Alexander Tel: 01277 623846 e-mail: [alexanderalgarve@aol.com](mailto:alexanderalgarve@aol.com) (Essex).

### Costa Del Sol - Nerja

One bedroom apartment, sea view, beach two minutes across garden. Fully equipped. Golf nearby. £200 pw. Pauline Gibbons Tel: 01606 853964 e-mail: [flysun4u@yahoo.co.uk](mailto:flysun4u@yahoo.co.uk) (Cheshire).

### Costa Del Sol - Nerja

Two bedroom villa, available for New Year. Saturday, 29 December 2007 to 5 January 2008. £250. Pauline Gibbons Tel: 01606 853964 e-mail: [flysun4u@yahoo.co.uk](mailto:flysun4u@yahoo.co.uk) (Cheshire).

It has been brought to our attention that Traders have been advertising in the Classified Ads section and not stating that they are Traders. It is clearly stated on the Advertising Form that Traders are required by law to state it on their advert. All adverts must contain your Membership number, payment if applicable and all relevant details, or they will not be accepted.

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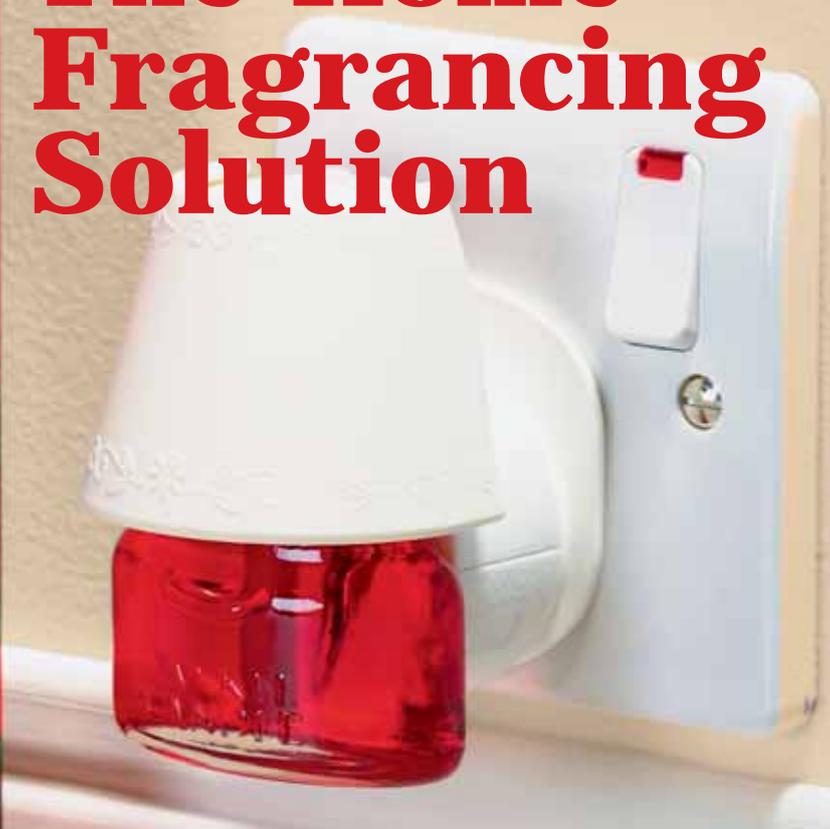
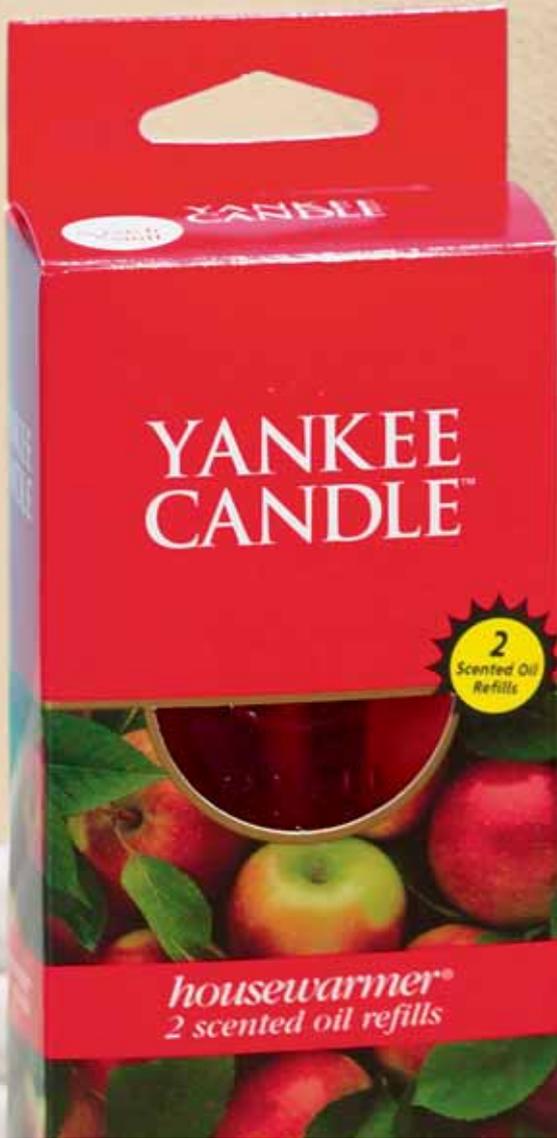
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Saab 93



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

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