

NOVEMBER/DECEMBER 2008 ISSUE 6 £5.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

1.9 TTiD

## INSIDE

SAAB NEWS  
9-X Air Concept

CHOP SHOP  
Supercars for Superstars

30 YEARS OF TURBO



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

# If you can't tell what type of metal it is you can't weld it correctly.

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Magnesium?

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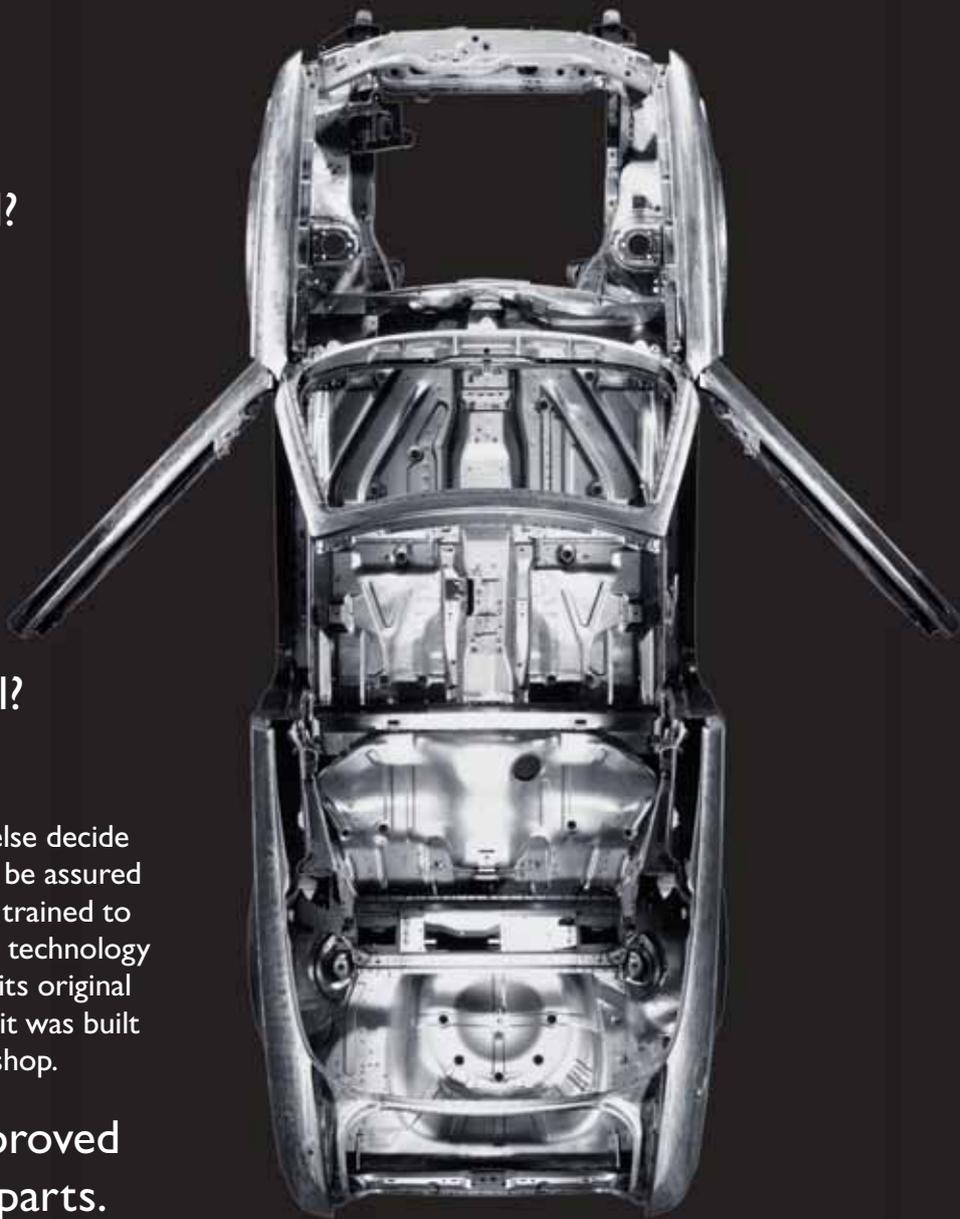
Carbon-manganese steel?

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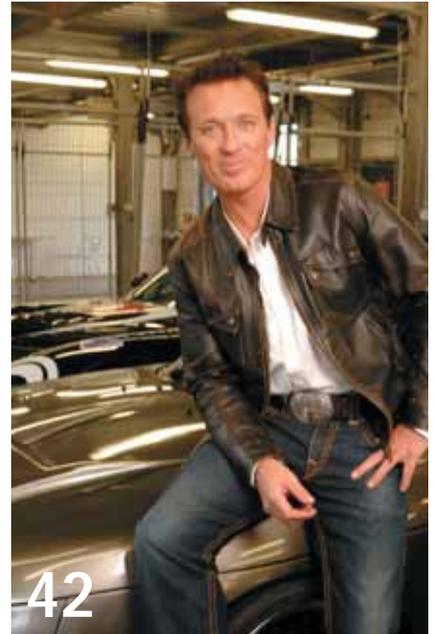
Saab Genuine  
**Parts**



move your mind™



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FRONT COVER: Saab 9-3 1.9 TTiD photographed by David Mayes.

Please state your Membership Number on all correspondence

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

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Please quote your Membership Number on ALL correspondence

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

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

Register articles to respective Registrars (See individual Register Pages)

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– see details on page 60

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

## DEADLINE DATES FOR CONTRIBUTORS

Jan/Feb 2009 ISSUE: 21st Nov 2008  
Mar/Apr 2009 ISSUE: 23rd Jan 2009

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott  
KJS Advertising Tel: 01943 461679  
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## CLUB VALUATION SCHEME

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

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

Saab 'Driver' is published bi-monthly by The Saab Owners Club of Great Britain Ltd

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

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# STEERING WHEEL



Another AGM and another year is nearly over and we can again thank all the people who worked so hard to make 2008 a memorable year. We thank David Barre and all the staff at Bond Street Select for making us feel welcome and hosting the AGM.

The following day the Board met in Leicester and it was proposed that I should be elected as Chairman and I accepted. At the same time three new directors were elected to the Board: Julian Lawless who will take over the role of treasurer from Keith later in 2009, Derek Best who will have responsibility for organising events, Robin O'Conner who will be responsible for developing the Club's contacts with dealers and specialists.

It is my intention to reintroduce the reporting of the main decisions made at Board meetings in Steering Wheel and there will be a more detailed report in the next edition. However I can say we agreed a modest increase in membership subscriptions due to increased costs.

A presentation was made by Richard Sprinks demonstrating the new features about to be implemented on our website.

2009 National – some suggestions were made and venues are being evaluated.

At this point I must mention and thank Peter Turner who has now retired as Chairman (and Janet) for their hard work and dedication over the many years that Peter has served on the Board.

We can thank Peter for many achievements over the last 40 years as a Member and has served on the Board of Directors for 17 years. I can say that without Members such as Peter and Janet who willingly give up their time to the Club, it would not survive as it does today.

Also thanks must go to David Dallimore who after many years is standing down as the 99 Turbo Register, his contribution has been greatly appreciated.

Some events for 2009 are already booked:

- The Royal Hotel, Stirling, Scottish weekend Friday, 20-22 March 2009
- Peaks and Dales Saturday, 13 June 2009
- Ironbridge April 2009?

Why not buy Membership for a friend or relative for Christmas? As a Christmas promotion for the month of December only anyone joining the Club can join at the old price and also the £5.00 joining fee will be waived, please contact the Membership Team on 01954 232810.

To close our thoughts go to the family and friends of Erik Carlsson on the sad loss of his wife Pat Moss-Carlsson, who was the Clubs Vice President (see page 18).

I hope to see you at events in 2009. The directors wish you all a happy Christmas and New Year

Richard Elliott

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## The Saab City Classic Owners' Club.

At Saab City, we're not just a car business that also happens to be the biggest and only manufacturer owned Saab Dealer in the UK. We are real Saab enthusiasts with well over 500 years' experience of 'tinkering' with Saabs between us. So when we have the opportunity to work on a classic Saab, the workshop is rapidly filled with excited onlookers offering no end of advice and tips.

We'd like to 'tinker' with as many classic Saabs as we can, so we're soon launching the Saab City Classic Owners' Club, offering highly reduced labour rates and parts prices, as well as the benefit of our vast experience! What's more we've recently bought a 99 Turbo which is in need of a lot of TLC. It's a labour of love which may take some time to complete, so we'll be launching a special website for anyone who'd like to follow the progress of its restoration.

**To register your interest in the Saab City Classic Owners' Club or to find out more about the 99 Turbo restoration project call 020 7480 7540 or email [classic@saabcity.com](mailto:classic@saabcity.com)**



Saab



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## 9-X Air Concept radically re-invents the **Saab Convertible**

Over 25 years after unveiling the first four-seater convertible to the world, Saab's design classic takes on a new form in the shape of the 9-X Air concept car.

Revealed at the Paris Motorshow on 2nd October 2008, the 9-X Air concept provided a tantalising glimpse of what a future convertible from Saab could look like.

Featuring a unique Canopy Top, the 9-X Air breaks the mould of conventional convertibles by incorporating prominent rear pillars which curve upwards to mount the flat folding roof. With the top down motorists can enjoy open-top motoring free from buffeting, and with the top up the 9-X Air assumes the appearance of a true coupe.

The 9-X Air's raked rear pillars support the Canopy Top – itself a development of the Targa roof principle with a separate rear screen located between them. Instead of having a manually detachable roof section, the Saab Canopy top is fully powered in operation and folds away in the storage trunk. Saab has already filed a patent for this radical design of convertible roof.

The clean, sculpted body contours of the 9-X Air give fresh expression to Saab's Scandinavian-inspired design ethos and its aircraft heritage. The purposeful stance, with minimal overhangs front and rear, is complemented by a single, wrap-around window graphic, smooth uncluttered body surfaces and 'ice block' lighting themes.

Anthony Lo, Director of Advanced Design at General Motors Europe said of the car: "Like her sister the 9-X BioHybrid, this car is all about efficiency in design and performance. It offers important benefits in weight-saving and packaging as well as giving us the freedom to take convertible design forward."

The 9-X Air and its hatchback sibling also showcase seamless, wireless connectivity (Bluetooth) with one or multiple nomadic devices (mobile phones, PDAs' etc).

### **Efficiency in Design and Performance**

The 9-X Air has been created by a team under Anthony Lo, working in co-operation with the Saab Brand Center in Sweden.

Designed in parallel with the Saab 9-X BioHybrid concept, the 9-X Air shares its distinctive frontal styling, together with its highly efficient powertrain. The small, 1.4-litre Saab BioPower engine combines a series of measures for more responsible

performance: engine rightsizing, turbocharging, the use of biofuels and hybrid technology.

Running on E85 fuel (85% bioethanol/15% petrol), the engine delivers a sporty 200 hp (147 kW), giving zero to 62mph acceleration in 8.1 seconds and projected CO<sub>2</sub> tailpipe emissions of just 107g/km over the combined cycle. Compared to normal petrol, the overall environmental impact on a source-to-wheel basis of using E85 is even more beneficial.

### **Progressive Design**

The exterior look of the 9-X Air is defined by the prominent C-pillars, or buttresses, that provide the rear mounting for the unique Canopy Top – a powered, flat-folding roof developed from a Targa top principle.

The Canopy Top is in fabric, rather than metal, to save weight and provide more efficient packaging. It is fully automatic in operation and folds neatly in three small sections under a rear tonneau cover in the trunk deck. The rear screen between the buttresses retracts automatically into the underside of the raised tonneau cover to allow stowage of the Canopy Top. The screen then moves back into position to provide a complete glass surround for the cabin in open-top mode.

This 'surround glass' feature, together with an active wind deflector on top of the windshield header rail, provides enhanced occupant comfort. It minimises buffeting, reduces back drafts and eliminates the need for a wind deflector net. Separating the rear screen from the folding top also enables a larger glass area than is feasible with a soft top and integral screen.

In a further break with design convention, the 9-X Air dispenses with a boot lid. Instead, a large storage compartment, big enough to accommodate two golf bags, slides out from



underneath the rear light bar. To save weight, it is spring-loaded, without any power assistance, and slides effortlessly on rollers. Revealed underneath the sliding drawer is a separate compartment for stowing smaller items.



### Driver Focus

Inside, the 9-X Air features innovative developments in its driver-focused cockpit design and the provision of seamless connectivity for personal nomadic devices, both first seen in the 9-X BioHybrid.

The driver information zone encompasses the top of the door moulding as well as the traditional dashboard. It is a fresh execution of Saab's traditional, driver-focused cockpit layout and dispenses with a central, floor-mounted console. The zone is a flat, arc-shaped surface, within which a row of five display screens is embedded and illuminated in green 3-D graphics, including an 'infotainment' screen and control panel in the driver's door.

In co-operation with Sony Ericsson, the 9-X Air and its hatchback sibling also showcase the potential for seamless, wireless connectivity (Bluetooth) with one or multiple nomadic devices (mobile phones, PDAs' etc). The in-car interface enables streaming of data, entertainment and satellite navigation functions, which are transferred automatically to the car while the device remains in the user's pocket.

The smarter the device, the more functions in the car. The same unit could also be programmed to remotely lock/unlock the car, raise or lower the Canopy Top, and even remotely change in-car pre-sets.





## Check Your PRESSURE

Motorists continue to put lives at risk by failing to keep tyres properly inflated. As October's Tyre Safety Month begins, TyreSafe advises motorists to check their tyre pressures and stay safe on the roads

Motorists are continuing to put their own lives, as well as those of passengers and other road users at risk by ignoring the dangers of incorrect tyre inflation. The warning has been issued by TyreSafe, the UK's leading tyre safety organisation, as it launches October's Tyre Safety Month. The latest statistics released by the Department for Transport show that illegal, defective or under-inflated tyres were a contributory factor in the death of 43 motorists in 2007, and played a part in a further 984 accidents. New research conducted by TyreSafe has highlighted the scale of the problem, with more than half of motorists surveyed admitting that they had not checked their tyre pressure in the last month, the maximum period recommended by TyreSafe between pressure checks.

"In 2007, nearly one life was lost every single week of the year as a result of a road traffic accident where illegal, defective or under-inflated tyres were a contributory factor," explains Rob Beddis, chairman, TyreSafe. "This tragic loss of life is unnecessary and could have been avoided by carrying out simple, regular checks on tyre pressure, tread depth and tyre condition. Under-inflated tyres can cause dramatic changes in the way a vehicle handles and corners, resulting in surprise and confusion for drivers which often results in accidents. Additionally, tyres wear out more quickly and fuel consumption increases adding further burden to motorists already struggling with high fuel prices. By raising awareness of these issues throughout Tyre Safety Month, we hope motorists will heed our warnings so we can minimise future accidents and avoid further loss of life."

TyreSafe's research showed that company car drivers are the most neglectful when it comes to checking tyre pressure, with only 31 per cent of respondents having checked their pressures within the last month, compared to 50 per cent of private motorists. Women fall way behind men in terms of taking responsibility for checking their pressures. 86 per cent of male respondents claim to check their own pressures compared to

just 38 per cent of women. With longer service intervals meaning that many cars now visit a garage just once a year, a worrying 11 per cent admitted that they left it to their garage to check their tyre pressures.

Despite the valuable work carried out by TyreSafe, figures from VOSA suggest the problem is getting worse. In 2006/07, 11 per cent or 860,000 MOT failures were a result of tyre defects. In 2007/08, this figure rose to 14 per cent or 1.1 million failures, making it the fourth most common reason for MOT failure.

"Our findings illustrate why nearly three accidents occur every day on the UK's roads where tyres are a contributory factor," adds Beddis. "Checking tyre pressures is a simple maintenance activity that is free and takes only a few minutes to complete. If motorists are unsure how to check their pressures or do not know where to find the manufacturer's recommended pressure they should visit one of the many tyre-fitting centres across the UK that will be offering free tyre checks throughout Tyre Safety Month."

*For further information on general tyre safety or Tyre Safety Month visit [www.tyresafe.org](http://www.tyresafe.org)*

*TyreSafe is a not-for-profit organisation dedicated to raising awareness of the importance of the dangers of defective and worn tyres. TyreSafe has campaigned consistently to underline the importance of tyre safety for more than 15 years and was rewarded with the Prince Michael International Road Safety Award in 2001.*

*TyreSafe receives positive support from many major tyre manufacturers and retailers, and has been credited with reducing the number of defective tyres in the UK over the past decade from 18% to 12%.*

*TyreSafe supports the government's ACT ON CO<sub>2</sub> campaign which promotes Smarter Driving tips to help cut CO<sub>2</sub> emissions from driving.*

*For more information visit [www.dft.uk/ActOnCO2](http://www.dft.uk/ActOnCO2)*



# Tyre Pressure <sup>Be</sup> safe <sub>Be</sub>

**ACT** now before it's too late:

**Air Pressure** – Check your air pressures once a month and before a long journey. Always refer to the vehicle manufacturer's recommended tyre pressure. Ensure a dirt-free valve cap is always fitted.

**Condition of Tyres** – Regularly check tyres for cuts and bulges and remove any stones from the tread. Look for signs of uneven tyre wear.

**Tread Depth** – Regularly check your tread depth.

Ensure your tyres meet the legal requirements of a minimum 1.6mm of tread in a continuous band throughout the central three-quarters of the tread width and over the whole circumference of the tyre.

Correct tyre pressure helps you brake, steer and corner more safely. It prolongs the life of your tyre and optimises fuel economy, helping you to save money. It also decreases environmental pollution by reducing the amount of CO<sub>2</sub> produced by your engine.

Monthly tyre pressure checks can help save lives, save money, save the environment, and are free to carry out.

## ASK FOR YOUR **FREE** TYRE CHECK TODAY

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**TyreSafetyMonth**

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ADVERTISING FEATURE

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www.nordiccar.com



## GENUINE PARTS

Nordic was born in 1997 with the aim of supplying a comprehensive range of genuine parts and high quality alternative parts and accessories for Volvo.

In 1999 the company moved to 5000 sq foot premises in Shepperton, Surrey to accommodate the rapidly growing range of stock. A year later saw the introduction of Nordic branded products into the range for the first time. The need to offer a quality alternative part was apparent and was brought in to run alongside and to complement the genuine parts.

Having the capacity to offer both genuine and Nordic branded parts at competitive prices, resulted in the growth of Nordic not only in the UK, but globally as well. In 2001 the need was there to open an export division which started selling into the international market and today Nordic sells regularly into over 35 different countries.

The importance to develop and grow as a company has always been recognised by Nordic, and in 2002 launched its performance product range. Nordic's first target was to introduce a performance product and after a great deal of research decided that BSR of Sweden had the best product for the Volvo brand. Once BSR visited our UK operation it decided that Nordic should become the sole UK distributor of BSR tuning products in the UK. The next step was to introduce a high quality and affordable range of styling products; this was achieved in 2003 with the launch of its Individual styling range for Volvos, offering bespoke body styling for a range of the Volvo models.

The rapid development of the Nordic branded parts, coupled with the introduction of the performance/styling range, meant that by 2004 the existing premises were no longer able to accommodate the extensive stockholding. This resulted in a move to extensive 20,000 sq foot premises in Byfleet Surrey. Another factor in this move was the launch at the start of 2005 into the supply of Saab parts and now with a total investment of over 1.5 million pounds worth of stock, the Nordic range was now vast.

The same year also saw the opening of Nordic's first international office in Finland. The demand for the Nordic product worldwide, meant the need for a permanent presence abroad, and today we have five international sales people looking after this rapidly growing side of the business.

In 2006 the new Saab range was complemented by the introduction of two new staff. With nearly 40 years' Saab experience between them, they were employed to provide excellent customer service alongside their extensive knowledge, and to actively develop the range on an ongoing basis. Another key aspect in their roles was to help develop the relationships between Nordic and the independent Saab specialists throughout the UK.

This development has been ongoing, and in 2007 these partnerships flourished with Nordic growing into the number one Saab parts supplier in the UK.

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

Now we are in 2008 and Nordic currently stocks over 11,500 lines for Volvo and Saab, and the company has grown to be one of the largest aftermarket suppliers for Volvo and Saab in the world, supplying genuine and Nordic quality parts at massively discounted prices.

Everyone at Nordic believes that we are still only at the beginning and our success is due to five key elements:

1. High quality Nordic branded products
2. Knowledge and understanding of our market
3. Fantastic Staff
4. Great customers
5. Our continued commitment to develop and invest in people, products and systems to maintain our global position.

Please feel free to contact us on 01932 338600 or [sales@nordiccar.com](mailto:sales@nordiccar.com) to enjoy the massive discounts available to the Saab Owners Club Members. Please visit our website [www.nordiccar.com](http://www.nordiccar.com) for further information on our company and have access to our online catalogue.

# Why should you always insist on Saab Genuine Parts? Take a closer look.



Saab Genuine Parts are designed specifically to fit Saabs. They are manufactured to exacting Saab standards to work seamlessly with other parts in the car, so they won't compromise performance or safety.

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Next time you have work done on your Saab, always insist the repairer fits Saab Genuine Parts.

To find your nearest dealer,  
call **0845 300 9593**.

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**Parts**



# NOTICEBOARD

## Ironbridge Spring Weekend 24-26 April 2009

Members of the Saab Owners Club have been to Ironbridge in 2007 and 2008 for a weekend gathering and due to popular demand we have arranged it again for 2009.

We have reserved rooms at The Valley Hotel again, simply because people seem to like it there. The food is great, the rooms are lovely and there is plenty to do and see in Ironbridge itself and the surrounding area.

Some of you may have read write-ups on the previous weekends in Ironbridge, but for those who haven't and may be considering giving it a try in 2009 the weekend can be explained very easily. You are given details on arrival of what time meals are served, a list of who is attending, a form to vote for your favourite car and that's about it! We tend to meet in the bar for pre-dinner drinks and have dinner and breakfast together and then your time is your own. This is how previous guests seem to like it. You won't find a quiz, treasure hunt, driving test or concours at this weekend.

We have not asked for deposits in advance, if you intend joining us next year we will require your completed booking information and cheque for the full amount by the 28 February 2009. The hotel has given us the same rates as 2008 and we will need to give them firm bookings at the beginning of March at the very latest after which time they will make any rooms we have not filled available to the general public. The hotel post code for your satellite navigation systems is TF8 7DW and the web address is [www.thevalleyhotel.co.uk](http://www.thevalleyhotel.co.uk)

Please give us your full names unless you want to be called Mr & Mrs all weekend and any special requirements i.e.

ground floor room or vegetarian, etc. A photocopy of this form containing your information would be great. Please remember to include the full amount with your booking. We will send you notification that your cheque has been received and that a room has been reserved for you.

We look forward to seeing old friends and new, please let us know if this is your first attendance at a Saab Owners Club event, you will soon feel at home in the company of fellow Saab owners.

**Spring Weekend Ironbridge 24-26 April 2009**  
**The Valley Hotel**  
**Friday & Saturday nights £62.50ppn Sunday night £50pp**

Full names	
Address	
Telephone number	
Days attending <i>please tick</i>	Friday <input type="checkbox"/> Saturday <input type="checkbox"/> Sunday <input type="checkbox"/>
Room type <i>please tick</i>	Double <input type="checkbox"/> Twin <input type="checkbox"/> Single <input type="checkbox"/>
Special requirements	
Amount enclosed	

*Please send your booking request to: Jean & Bernard Crowhurst, 17 Broomfield Road, Admaston, Telford TF5 0AR.*

## SCOTTISH WEEKEND 2009 - 20-22 March

The Royal Hotel, Bridge of Allan, Near Stirling

A new venue this time in Central Scotland. The Royal is a splendid Victorian hotel, well located for touring the Stirlingshire countryside and the Trossachs National Park. The compulsive shoppers amongst you will no doubt be drawn to the cities of Stirling and Edinburgh. More here:

[www.visitscottishheartlands.com/areas/stirling/index.cfm](http://www.visitscottishheartlands.com/areas/stirling/index.cfm)

Cost will be £105 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. Dogs with well-behaved owners are welcome too.

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 call.

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**Airdrie**  
**North Lanarkshire**  
**ML6 9QW.**  
**Tel: 01236 752089**  
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MEMBERSHIP CARDS MUST BE SHOWN AT ALL EVENTS. PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

**2009:  
Saabs in  
Holland.**

Doesburg



**7<sup>th</sup> - 9<sup>th</sup> August 2009**  
**INTERNATIONAL**  
**SAAB CLUB**  
**MEETING 2009**  
[www.intsaab2009.com](http://www.intsaab2009.com)

## 50th Anniversary **SAAB CLUB** Netherlands

On the occasion of Saab's rally successes in the first half of the century, the Saab Club Nederland was founded in 1959. It was the first Saab Club in the world. Half a century later, with about 2,000 members, it is an active and accessible club for Saab enthusiasts.

The 50th anniversary celebration will be organised by the Saab Club Nederland. It will be held during the International Saab Club Meeting from the 7th to 9th of August 2009 in one of the more picturesque parts of the Netherlands.

The headquarters for this meeting will be Restaurant IJsselhoeve at the IJsselstrand Camping site in Doesburg, Gelderland. This quiet rural area situated along the River IJssel, in the east of the Netherlands, just north of Arnhem, is easy to reach by motorway from any direction. The site even has a marina.

There are many tourist attractions in the surrounding area: The National Parks, Veluwezoom and Hoge Veluwe, many interesting cities such as Apeldoorn, Arnhem, and even Bocholt in Germany, are within close distance. A little further away is Flevoland, built on reclaimed land, with even some interesting Saab related facilities which will be included in the programme.

The Festival grounds contain an indoor play ground for children, and a sandy beach on the IJssel, with boat launching facilities. In short a happening for the whole family.

The Saab Club Nederland likes to welcome you and invites you to take part in the International Saab Club Meeting 2009.

See you in Doesburg.

## Preliminary Program International Saab Club Meeting 2009

### Friday 7 August 2009

*Registration opens at noon.*

#### *Afternoon:*

- Meet and Greet
- Camp building
- Tours in the area

#### *Evening:*

- Intsaab2009 Kick-off with grill /barbecue buffet

### Saturday 8 August 2009

#### *Morning:*

- Breakfast Buffet

#### *All day:*

- Meet and Greet
  - Tours in the area
  - Lectures on Saab subjects
  - Visit Test Centre Lelystad, testing laboratory for vehicle technology. ([http://tcl.rdw.nl/en/engelse\\_tcl\\_site/test\\_facilities/](http://tcl.rdw.nl/en/engelse_tcl_site/test_facilities/))
  - Visit National Aviation Theme Park Aviodrome at Lelystad. (<http://www.aviodrome.nl/english/>)
  - Beauty contest.
- #### *Evening:*
- Saab buffet with entertainment and prize ceremony.

### Sunday 9 August 2009

#### *Morning:*

- Breakfast Buffet.
- Spare parts market / Boot sale.

#### *Afternoon:*

- Closing ceremony.



# POSTBAG

## Ugliest Car Competition

Saab 95 was placed at number 60 in the Daily Telegraphs' 'Ugliest Car Competition'.

Ian Studley



## Thank You Very Much for the Pennies

I would like to thank all those who have so generously supported the three 'penny auctions' held this year. Without the help of gifts for auction and the bids of the members of the SOC it would not have been possible to raise a total of £441 this year.

£80 was raised at the Scottish Weekend at Hetland Hall and was donated to The Huntington's society.

Cockermouth Mountain Rescue Team has sent a letter of thanks for 'your very kind donation of £136.08 which will contribute towards our annual running costs'. The team was the beneficiary of the auction held at the Lakeland Gathering this year at Cockermouth for the first time; fortunately the services of the team were not required by Members of the SOC, even though the weather on Saturday evening was wet and windy.

The third auction was held at the Club's National event with the agreement of the Chairman of the Club. Thanks to the generosity of those attending, £225 was raised and donated to a fund operated by Mayfield Special Needs School in Birmingham, the objective of the fund is to raise £5000 to provide a very much needed Special Needs Unit in Soweto where there are no facilities whatsoever for children with very severe handicaps. With the help of donations from supporters such as you, there will be huge improvements in the facilities for these very special children.

Thanks again for your generous support; if anyone is able to provide items for future auctions I will be very pleased to arrange collection. If you would like to nominate a charity to benefit from future auctions please do let me know.

Derek Best

## More Saab related articles

Following the recent survey in 'Driver' it appears readers would like to see more general Saab related articles, in view of this I have sent you a couple of ideas.

I often read about Club Members travel trips I had an excellent trip recently not to the bottom of Italy or to the top of Norway, but a trip to Yorkshire, why was it so special you are thinking? Well it is rare that my wife and I get to drive any

distances on our own these days, on this occasion it was just the two of us, no children squabbling about which DVD to watch, can I have more sweets, more drinks can you turn the music down we cant hear our DVD, I am sure most parents are used to this.

We left Swindon at 8.00pm Thursday the 4th and headed north our choice of CD.

Pure genius actually, after a non stop run of 3.5 hours we reached my mothers in Bridlington (my home town) we had to attend a funeral the next day then an evening spent with the family. The next day we had to travel up to Middlesborough to visit my cousin who thankfully is recovering from a near death illness.

Our route was one I had travelled on numerous occasions when I lived in the area, it's a great drive mostly on quiet B roads, from Bridlington. Take the B1253/1248 via Sledmere to Malton, then take the B1257 through Swinton (was that Alistair trimming the hedges?) and Hovingham to Helmsley, this is best section across to Stokesley its a superb road and a great favourite with bikers, although there are camera signs there are currently none there, however the police patrol it regularly in both marked and unmarked cars so beware, I was a lot slower through this section than the last time I drove down it, then I was in a Renault 5GT turbo, that was a blast, the next time I drive this road I intend to scrounge one of our press fleets Evo 360s (I work for Mitsubishi) after the hospital visit it was a straight run down the A19 in heavy rain

There was a large cycle race on the A19, in poor visibility on a main road in heavy rain with lorries passing them at speed, they must be mad and only a couple had rear lights fitted.

Then the M1, M42, M5 and home in well under four hours, a cracking run, we both agreed despite going to a funeral it had been a great trip.

Robin O'Connor

## Not a lot of people know this

I would like to make this a regular feature of news that the general public is not always aware of.

According to the National Franchised Dealers Association Audi remains the dealers highest rated brand, Chrysler/Jeep was the worst, don't laugh as Saab was only two places above them.

Although I could not get the police to confirm it I am told there are no speed cameras in north Yorkshire.

Research by Warranty Direct shows that the national Franchised dealer labour rate is £94.70 per hour, the independent average is £55.63, the highest was a London dealer charging a whopping £198.88 per hour.

Sainsburys Finance reported than people planning to buy a car has hit the lowest level for three years, August registrations were down 18.5 %.

And now a car hire scam, beware if you rent a hire car in mainline Europe, when you collect the car they charge you for a full tank of fuel, however if you do not use it all they will not give you a refund for the remaining fuel.

Has anybody had an Abbott Racing Ecotune ecu fitted yet? they claim it has been developed for economy, giving an

increase of up to 30bhp and an improvement in fuel consumption of up to 7mpg, please let me know. Hopefully more next time.

**Robin O'Connor**

*Although we have printed Robin's articles in the letters page, we are going to introduce a 'Members News' page in the next issue. So let us have your news and comments – Ed.*

### The 2008 National

Now that the AGM has been held and all the arguments about the failed National are hopefully behind us I would like to make a few comments.

As most of you will know I'm a Club official (Historian/Librarian) but not a Board member and never have been, though this letter is written as just a normal Club Member.

When the details of the 2008 National to be held at Castle Combe started to appear back in late 2006 I thought what a great event and was looking forward to it immensely, but as the months went by it was obvious that things were not quite right. At the International in Sweden in June 2007 leaflets were being handed out advertising Castle Combe, but the venue had not been booked. When using this type of site that is the first thing to do otherwise you have everything organised and nowhere to go as someone has beaten you to it. But it now appears that by this time nothing was organised, no financial plan was in place and no bookings had been made. In fact the only definite plan was that at the end of the event a certain amount of money would be handed over to a charity. To do that first you've got to make that amount of profit unless we the Members are all donating to the organisers charity through our membership fees.

At the end of the day it appears to me that the event failed because the organisers would not be bound by Club rules on how to organise events, and the rules of the Company's Act (because we are a limited company). All Clubs must have rules on things done in their name. Whether this failure was because they all wanted to do it 'my way' or if there was one dominant person who wanted to do it 'his way' we shall never know, it's just a shame that what could have been such a great event was

killed because the rules were not followed.

Before I step down from my soap box I would also like to make a comment on the often made statement 'there is nothing organised for the kids'. We are after all a Car Club, and though I do agree that at a big event like a National it's nice to have something for kids I get the impression that some people with children these days like to unload their kids onto the organisers and then disappear to do their own thing.

I think that's about it for now, maybe I'm just getting too old and should give up being involved, but these days all you seem to hear is complaints, so now I've done the same.

**Keith Long**

### Remote repair

With use over a number of years my remote locking/alarm radio key (Cobra shown) was beginning to show signs of wear and tear on the rubber diaphragm that gets most use, as can be seen on the left. To effect a repair I used a patch carefully cut from a rubber glove, this was attached to the key using double sided carpet tape, ensuring the battery indicator LED wasn't covered. The grips on a pair of nail scissors made a perfect template, the patch fitted inside out to provide contrast.

This method could be used on any similar key that is a bit the worse for wear, and it ensures that the radio key remains relatively sealed and dust free.

**Howard J Smith**



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# OBITUARY

## Pat Moss (Carlsson), who died on Thursday, 16 October 2008 - aged 73



Pat Moss, who died on Thursday, 16 October 2008 – aged 73, became one of Britain's leading horsewomen and factory-team rally drivers, winning the European Ladies' Rally Championship five times, the Coupe des Dames on the Monte Carlo Rally eight times, and scoring the Mini Cooper's first big rally victory in the Tulip Rally of 1962.

Taught to drive at the age of 11 by her elder brother, the great motor racing driver Stirling, in the family Jeep, Pat Moss was a confident driver of Land Rovers on the family farm by the time she was 17, when her father treated her to her first car, a 1936 Morris Ten.

She enjoyed factory drives with all the major teams of the day for 20 years, starting in 1954 in a local car club rally near her home at Tring, Hertfordshire, in her own Triumph TR2, accompanied by her groom, Ann Riley. They won the event, the pair being the only crew to find both a worm and a feather.

With the success of this treasure-hunt behind her, she offered her services to all the major car companies – she badly wanted to drive for Triumph, as the two-litre TR2 was winning all the club rallies of the day, and was a major contender on the international scene.

When she was turned down by Triumph's motor sport manager Ken Richardson – rudely, in her view – she tried out her persuasion on Marcus Chambers, of MG, who had been charged with trying to beat the Triumph team.

Chambers took Pat Moss under his wing and gave her the encouragement she needed. She drove in the RAC Rally at the end of 1955 in an MG TF, finishing the third-best woman, before riding in the back seat of a three-girl team's Austin Westminster in the Monte Carlo Rally in January 1956.

The car ran out of brakes on a mountain hairpin, crashed over the edge and finished upside down: not a great start. Drives in a Morris Minor nicknamed 'Granny' followed, Pat Moss finishing fourth overall in the 1958 RAC, the BMC team's best rally result to date.

Patricia Moss was born on December 27 1934 at Thames Ditton, where her father practised as a dentist and – with his wife – was a keen competitor in car rallies and trials.

As an eight-year-old Pat won a string of pony events, competing against her brother Stirling. Both were presented to King George VI after winning the Victor Ludorum at the 1945 Windsor Cup horse trials. Pat's success on horseback continued with a victory at the Horse of the Year Show in 1950, and in

1953 she was presented to the Queen after winning the Queen Elizabeth Cup at White City.

As well as show jumping, Pat began rallying, insisting on being paid a cash fee by the British Motor Corporation (like all the other drivers), as well as on having the use of a company car and of a BMC truck converted into a horse-box. Pat Moss's major achievement was winning outright the toughest rally in Europe, the 1960 Liège-Rome-Liège, behind the wheel of the fearsome Austin Healey 3000, then regarded as a particularly difficult car to tame. It was the first time any female driver had won an international rally.

Her successes continued with a second in the Alpine Rally the same year, and another in the 1961 RAC Rally. Pat reckoned she would have won the latter outright had she not stopped to lend the Swedish driver Erik Carlsson a tyre; such was the camaraderie in rallying at the time that stopping to help rivals was regarded as the natural thing to do. She was third in the 6-cylinder Austin-Healey on the RAC the following year, but the crowning achievement of 1962 was her victory in the Tulip Rally in the newly-introduced Mini Cooper.

This was the first big win for a car that was about to change the face of international rallying, but Pat Moss could not disguise her dislike for the car, which she found 'twitchy, and pretty unruly on the limit'.

In 1963 Pat Moss and her fellow Healey driver David Seigle-Morris were persuaded to join Ford with the promise that a Lotus-tuned Cortina would soon be coming along that would help them win events. In the meantime, the best she could manage was sixth in Greece on the Acropolis Rally. She married Erik Carlsson in the same year.

Things looked up in 1964 when she switched to the Saab team for a full season. She finished fifth in that year's Monte Carlo rally, one of 11 internationals in which she drove that year. And in 1965 she came third in the Monte, an event she rated as one of her toughest-ever drives: a blizzard hit the rally before Chambéry, which suited the Saab as Pat Moss put in a string of rapid times on the final night. She was beaten only by Timo Mäkinen's Mini Cooper, and the factory racing special Porsche 904 of Eugen Bohringer; both cars were substantially lighter and more powerful than the Saab.

Now at the peak of her powers, Pat Moss was persuaded to join Lancia to drive the new Fulvia, but she found the steering over-heavy and disliked the strong understeer. Her best results with Lancia were a second overall in the San Remo in 1968; an outright win the same year in the Sestriere; and a third, with Susan Seigle-Morris navigating, in Italy's 999 Minutes. An eighth on the rough goat tracks of the Acropolis and a seventh on the twisty Tarmac roads of Corsica underlined her versatility.

Drives with Renault Alpine followed, with a 10th overall in the 1972 Monte Carlo. By now all her contemporaries from the 1950s had either retired or were in team management, and by the mid-1970s she was driving for Toyota in the Monte Carlo; it was when she was with that team that she finally decided, in 1974, to retire.

In later life she settled down with her husband (who kept up a managerial role at Saab), travelled the world, kept horses, and found room in the back of her garage for a Morris Minor, in its original livery of Almond Green. She never slowed down, and recently collected a speeding ticket while towing a horse-box.

Pat Moss is survived by her husband and their daughter.

Daily Telegraph

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# CLUBSHOP

Time once again to think about the Christmas Presents, so I would remind you please to order your items early. The last date for ordering general items is 10 December and for shirts, which recently due to shortage of staff at our suppliers are taking rather longer to deliver to the Shop, please order by 10 November at the latest. The quality of their merchandise is so good that it's worth a bit of patience. We still have many shirts in stock, but not every one in every size!

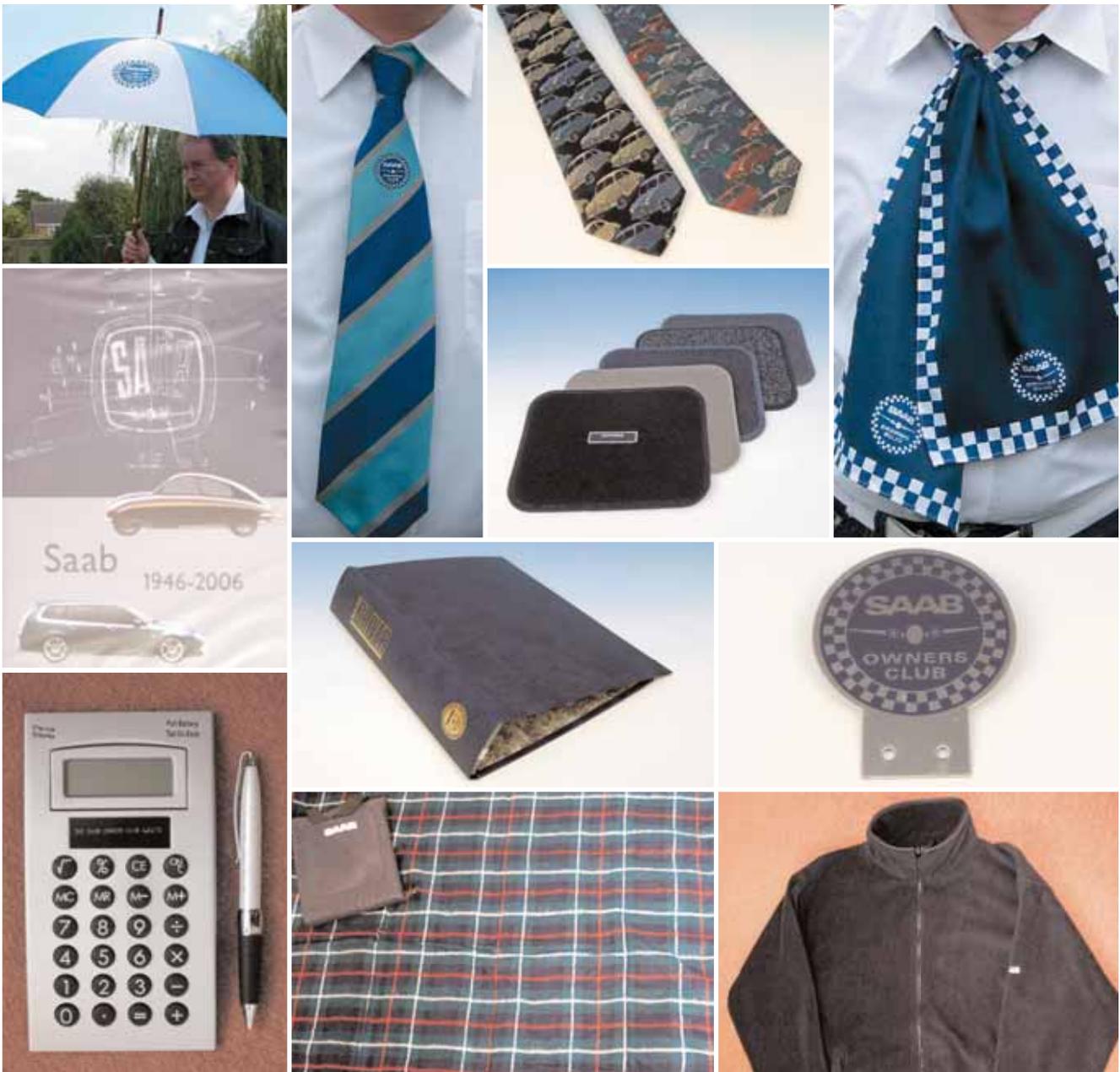
An article on page 10 of the last 'Driver' giving details of the European traffic laws mentions legal jackets – a reminder that the shop has always carried stocks of these – vest types No. 875 on the list opposite.

We now have available the new umbrellas – shown below – our 'Saab Model' has once again obliged us with a demonstration. Priced at £14.50 these are city size as they are large enough for our Men and not too large for our Lady Members to manage. golf sizes can be made available if needed but I shall await the demand before placing any more orders.

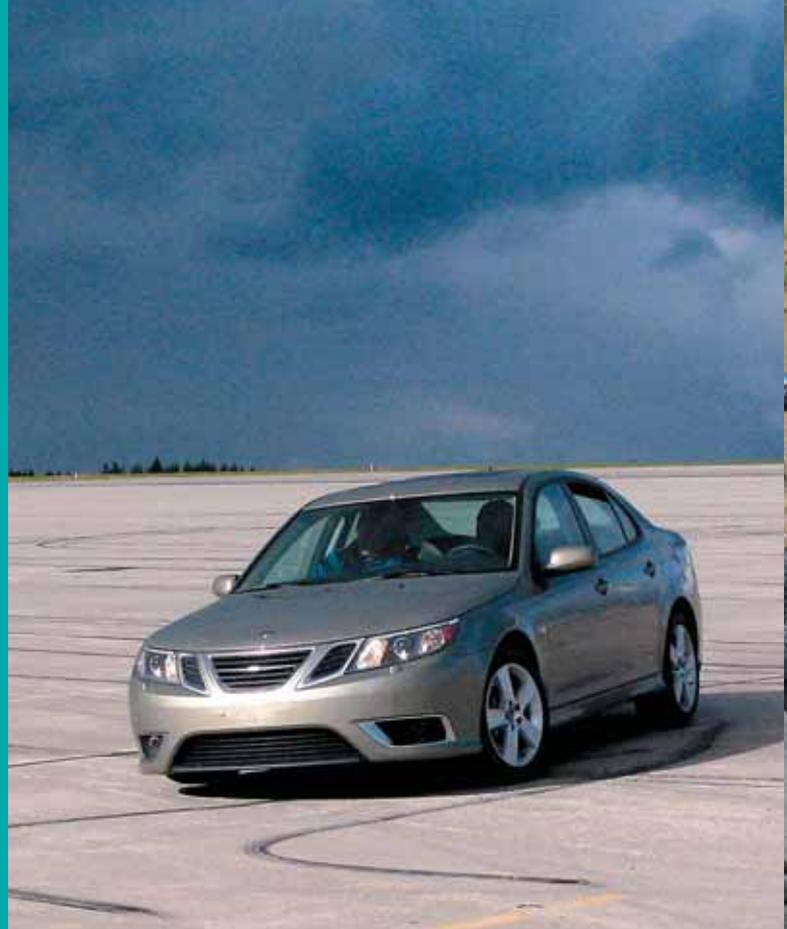
The fleeces and picnic blankets have been selling very well and stocks of these are quite diminished so please, if ordering, could you check that in the case of fleeces, your size is still available. Sizes are shown on the Internet, but alternatively a quick phone call to me can confirm what there is left.

All for now.

Molly







# Saab Nordic Adventure

Kerry and I had a fantastic opportunity given to us earlier in the year. We were entered into a competition by Saab to see how many test drives we could get in eight weeks. We were presented with a brand new Saab 9-3 Aero TTiD and told to do our best. If we came out on top we would win a Saab Nordic Adventure. A few weeks after the Saab went back we had a phone call from David Pugh congratulating us on our hard work.

So it was on 4 September 2008 that we met up with Katie Easy and Andy from General Motors UK Events at Heathrow Airport who greeted us at the SAS check-in area. We were one of four lucky couples to be going on this fantastic trip.

At just after 2.00pm Swedish time we landed in Stockholm and were met by a Saab representative who showed us to our coach for a sightseeing tour of Stockholm.

After a tour of the city we arrived at the Clarion Hotel Sign where we had a couple of hours to rest or go shopping. Around 7.00pm we took a short walk to 'Isbaren' which is the Stockholm Absolut Ice Bar. Vodka cocktails are served in glasses made of ice in a room kept at a constant minus five degrees. A nice dinner followed by a short walk back to the hotel for an early night and an early start.

At 7.00am the next morning we boarded the Express Train to Arlanda Airport which only took 22 minutes to get us back to the airport.

We flew to Östersund airport where we were greeted by our hosts from Saab Tröllhattan and three members of the Saab Performance Team.

After a short presentation and safety talk we were all told to pick a Saab Turbo X which had been waiting for us outside on the airfield. We then convoyed to the other side of the airfield

where we found a driving course set up for us. Then we all took turns in practising to drive fast but safely around obstacles and learned how to brake on wet surfaces as well as avoiding the moose. After a dinner break we went back to the same track and then individually had to drive the whole circuit as fast as possible (with no fear of the moose appearing) and avoid hitting the cones. This was a fun competition with prizes for everyone when the times had been worked out.

The cones were then all cleared away so that the Saab Performance Team could put on a show for us. This included all the fast turns and close driving which The Team are famous for. Then Kenneth took one of the cars for a two-wheel drive, some-times the car was near vertical as he drove around the tarmac. We were then all invited into the 9-3 Aero for a passenger ride as he did handbrake turns, 360s, fast drives in reverse and the odd 780 degree spin.

When all the excitement had calmed down we all got back into our Saab Turbo X and departed for our hotel in Åre. A predetermined route was provided to the hotel Granen.

The day was completed with a Dinner at Restaurant Dahlboms (famous Swedish Chef Jonas Dahlbom's place).

The next day we all went mountain biking, some of the group chose a rough ride down the mountain and some of us,



4-9 September 2008



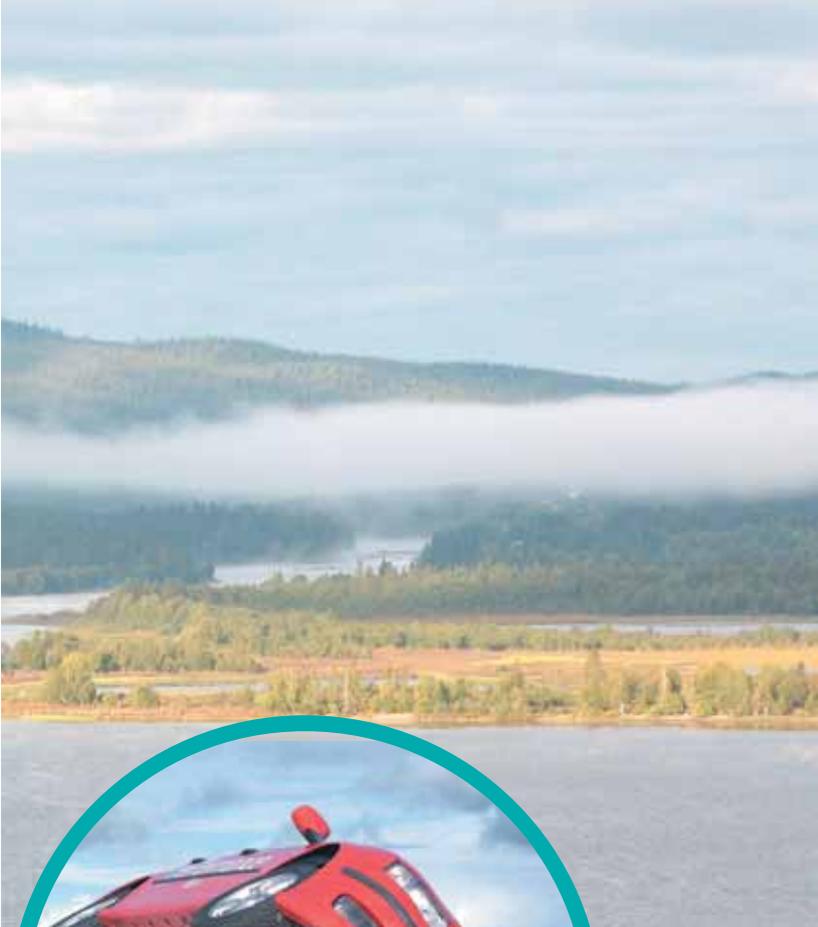
including me, went for the more sedate cross-country downhill route. A quick bite of lunch back at the hotel followed by a trip to the river for some 'tame' white water rafting. Back to the hotel for a rest.

At 6.30pm we all got into taxis for a trip to Fäviken which is a famous Swedish hunting lodge. We were given a tour and then, in groups, helped to prepare some of the items for the meal to come. After a fantastic meal we then had the presentation of awards for the previous day's driving. Much laughter was heard when they presented Sarah with the sign she had destroyed in the braking test. A very good night all round.

The Sunday morning saw us check out of the hotel and head for the Åre Chocolate Factory in our Saab 9-3 Turbo X then on to Kretsloppshuset for lunch. Then it was a nice drive to the airport where we had to say goodbye to our cars and the Saab Performance team.

Kerry and I would like to thank Cheryl, Katie and Andy from Saab GB for the great hospitality they gave us and Kenneth, Kent and Jean of the Saab Performance Team for the lessons and entertainment.

Robin and Kerry Morley



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Using The Details Listed Below...

## 900 Roof Lining

I have a classic Saab 900i 16V H Reg. The roof lining has started to come adrift in places. A local car upholsterer used to repair/replace Saab lining, but will no longer do this work – too much bother! After just a year or so, customers have complained due the problem occurring again. I was told that this is due to the original Saab design of the way the lining is fixed. Can you clarify the situation and are there any upholsterers about who can do the work?

Don MacKenzie

*The roof lining can be repaired in a way that is more or less permanent, but it takes time because the problem is that foam remaining from the original lining needs to be removed from the fibre board first, otherwise the new lining may not remain fixed, also some types of adhesives are more effective than others.*

*All I can say is that Autotrim in Denton, Manchester seems to have successfully found a method to repair the headlining but to guarantee the work you will have to pay in the region of £350 plus VAT due to the time it takes. This includes the sunroof panel and rear-side trims. I am sure there will be other car trim specialists local to you who would be prepared to undertake the repair.*

## Corroded Power steering Pipe – a design problem?

As a precautionary measure I have just replaced the front-most metal ps pipe on my 9-3 Coupe (W Reg) having read your earlier warnings of corrosion of this part.

On removal, the eight year-old-pipe was seen to be still in good condition over 90% of its length, but significantly it was quite badly rusted on the right angle bend on the near-side (ie the bit that lies under the battery tray).

On closer inspection I noted that the rubber battery vent pipe was clipped to the chassis just 2-3" away from this section. I surmise that acid spray/vapour could well have initiated the observed corrosion and as a measure to protect the replacement pipe I have re-routed the battery vent pipe, shortening it considerably and leading it into a plastic 'catch tank' up in the engine bay next to the battery itself.

Finally, I have smeared the exposed right angled corner of the new ps pipe with some Copa-Slip to avoid any future corrosion.

Paul Taylor

*I have seen corrosion in different sections of this component so I am not sure if the battery vent pipe is the cause, however your observations will be of interest to other readers. Also, don't forget to protect the oil cooler pipes.*



## STAINLESS STEEL EXHAUSTS



### CLUB SCHEME

Members may now obtain Stainless Steel Exhaust Systems at very competitive prices.

Subject to the manufacturer's guarantee terms and conditions their guarantee is for life for as long as you keep the car.

Your contract is directly with the manufacturers who provide a VAT invoice along with the formal guarantee.

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Systems are also available for a wide range of other makes/types of vehicle. A range of Stainless steel clamps is also available at £6.22 each including VAT plus, if sent separately, p+p £3 per parcel.

Orders should be made directly to Guaranteed Exhaust Systems Ltd. Tel: 01884 821237 Fax: 01884 820631 e-mail: sales@gsexhausts.co.uk quoting: Name, Address, Telephone Number, Membership Number and relevant vehicle details including Registration Number. Immediate payment to Guaranteed Exhaust Systems Ltd either by acceptable credit card, cheque or cash. (Website: www.gsexhausts.co.uk) Think stainless... with a lifetime guarantee and benefit as so many have already – Order in good time – Avoid disappointment when your present exhaust fails. This scheme is offered without any liability or recourse to the Club or its Officials.

### Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE	EQUIV RRP
V4 95		£338.49	£449
90 2L SAL	84-86	£300.10	£410
99L GL EMS GLS GLE SAL	76 on	£297.82	£407
900 GL GLE EMS GLS CD	79-83	£297.94	£410
900 900i	85-90	£343.07	£410
900 Turbo	81-82	£399.61	£546
900 Turbo	84 on	£386.85	£529
900i 16V Cat	89-91	£263.39	£359
900i 2L 16V HB	88-91	£343.07	£470
900i 2L 16V CAT	91-93	£235.10	£320
900i 2.3L CAT 16V	10/93 on	£394.16	£540
900 Turbo CAT 8V	89 on	£249.12	£339
900i 2L Turbo 16V CAT	10/93 on	£394.16	£540
900i 2L Auto CAT	10/93 on	£394.16	£540
900i 2L CAT Manual	10/93 on	£330.81	£451
900i 2.3L CAT	93 on	£394.16	£540
900i 2.5L CAT V6 24V	94 on	£345.69	£473
9000 Turbo 16V HB 5dr NFP	85-88	£376.42	£515
9000 9000i	86-88	£376.42	£470
9000 2Li Turbo CAT CS	92 on	£300.15	£521
9-3 2.01 CAT B2041	02/98 on	£410.44	£526
9-3 2.01 CAT Turbo B204L	02/98 on	£403.92	£526
9-3 2.01 CAT B2341	02/98-09/98	£410.44	£526
9-3 2.2L TDI CAT HB	03/98 on	£411.42	£546
9-5 2LI 2.3LI Turbo CAT Sal	06/97-09/01	£463.54	£618
9-5 2LI CAT Est	06/97 on	£387.84	£514
9-5 2.3LI Turbo CAT Sal	07/99 on	£463.54	£712
9-5 2.3LI CAT Est	07/00 on	£475.26	£750
9-5 2.3LI Turbo CAT Sal	06/97-09/01	£463.54	£712
9-5 3LI Turbo CAT Sal	06/97-09/01	£420.87	£559

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

# Thurlow Nunn

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Thurlow Nunn Norwich	01603 252900
Thurlow Nunn King's Lynn	01553 769799
Thurlow Nunn Diss	01379 642241
Thurlow Nunn Holt	01263 713206

Please make a "while you wait appointment" to replace your Saab bonnet badge **FREE** of charge. Plus we will also give your vehicle a **FREE** health check.

To qualify for this offer your Saab must be at least 3 years old and you must quote reference TNFBB1 when placing your booking.

## Give your bonnet a makeover!

Terms and conditions apply, offer ends 31st December 2008. Please contact your local aftersales centre for more information.

# WHAT'S ON

## Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for for 'WHAT'S ON' ONLY in the January/February 2009 issue is 29th November 2008.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

## NOVEMBER 2008

**Wednesday 5th  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**West Midlands and  
Warwickshire Saab**  
Meet the first Tuesday of every month. Club night at the Stonebridge Pub at The junction A45/A452 just 1 mile from Birmingham airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Cheshire, North Shropshire  
and Staffordshire Saab**  
Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659.

**Thursday 6th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Monday 10th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. We meet every second Monday of the month from about 7.30pm. New Members welcome. For more details please call 01704 893157 or [www.lancashiresaabowners.co.uk](http://www.lancashiresaabowners.co.uk)

**Friday 14th-16th  
NEC Classic Motor Show**  
NEC Birmingham  
A fantastic display of the Saab Car Marque will be on display, kindly presented by Members of the SOC GB.

**Ebor Saab**  
Trip to NEC Classic Motor Show.

**Saturday 15th  
East Anglia Saab**  
Essex Skid Pan. Members from other Groups are most welcome. Please contact John Crook: [johnthecrook@btinternet.com](mailto:johnthecrook@btinternet.com)

**Tuesday 25th  
North West Saab**  
Natter & Noggin at the White Lion, Liverpool Road at 8.00pm.

**Wednesday 26th  
South Yorkshire Saab**  
Natter & Noggin.

## DECEMBER 2008

**South Yorkshire Saab**  
Visit to Coventry Car Museum Please contact us for more details.

**West Midlands and  
Warwickshire Saab**  
Christmas meal December 2008 at the Stonebridge Pub. Please contact us for confirmation. A45/A452 just 1 mile from Birmingham Airport. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Wednesday 3rd  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Cheshire, North Shropshire  
and Staffordshire Saab**  
Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659.

**Thursday 4th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Monday 8th  
Lancashire Saab**  
(Note: May be our Xmas meal). This date is provisional only. Please keep an eye on this page for further information nearer the time. Watch out for our events in 2009.

**Wednesday 17th  
South Yorkshire Saab**  
Christmas Party.

## JANUARY 2009

**Wednesday 7th  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 8th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Monday 12th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. We meet every second Monday of the month from about 7.30pm. New Members welcome. For more details please call 01704 893157 or [www.lancashiresaabowners.co.uk](http://www.lancashiresaabowners.co.uk)

**Tuesday 27th  
North West Saab**  
Annual meal. Venue in next edition of 'Driver'.

**Wednesday 28th  
South Yorkshire Saab**  
AGM.

## FEBRUARY 2009

**Wednesday 4th  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 5th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Monday 9th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. We meet every second Monday of the month from about 7.30pm. New Members welcome. For more details please call 01704 893157 or [www.lancashiresaabowners.co.uk](http://www.lancashiresaabowners.co.uk)

**Tuesday 24th  
North West Saab**  
AGM.

## MARCH 2009

**Wednesday 4th  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 5th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com) Note this meeting will include our AGM.

**Monday 9th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. We meet every second Monday of the month from about 7.30pm. New Members welcome. For more details please call 01704 893157 or [www.lancashiresaabowners.co.uk](http://www.lancashiresaabowners.co.uk)

**Friday 20th-22nd  
Scottish Weekend**  
The Royal Hotel, Bridge of Allan, near Stirling. See Noticeboard on page 14 for more details.

## APRIL 2009

**Wednesday 1st  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 2nd  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Friday 24th-26th  
Spring Weekend 2009**  
Ironbridge Shropshire. Make a note of this date in your diary. See Noticeboard on page 14 for more information.

## MAY 2009

**Wednesday 6th  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 7th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**Sunday 10th  
Swedish Day 2009**  
The second of our Annual Event at Haynes Museum. See website or follow the link below for more details [www.swedishday.co.uk](http://www.swedishday.co.uk)

## JUNE 2009

**Wednesday 3rd  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 4th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

## JULY 2009

**Wednesday 1st  
South West Saab**  
The Airfield Tavern, Alvington Lane, Yeovil. See our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**Thursday 2nd  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

## AUGUST 2009

**Thursday 6th  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm. Email [sootysaab@aol.com](mailto:sootysaab@aol.com)

**August 7th-9th  
INTERNATIONAL EVENT**  
International Club Meeting to be held at Doesburg, Eastern Holland - information on [www.intsaab.com](http://www.intsaab.com) See Noticeboard on page 15 for more details.

# Saab of Hertford

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New Electric Wing Mirror Glass  
Available for 900/93, 95 & 93 Sports  
From **£17.00**



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**£94.00**



Saab 95 heater fan motor  
**£125.00**



Saab 900 classic top radiator hose  
**£65.00**  
unavailable from Saab, while stocks last



Saab 93/95/93 Sports 2.2 TiD diesel turbo  
**£399.95**



Saab 900 16v classic alternator  
**£120.00**



Saab 93/95 petrol engine turbo with fitting kit  
**£485.00**



Saab 93 aircon compressor R1348 (1998-2003)  
**£299.99**



SAAB 900 CLASSIC CONVERTABLE 1990 H REG  
2-door manual, petrol, white with black electric roof, 115564 miles, 16 valve injection, electric windows, central locking, cd, alloy wheels, service history, excellent condition, 12 months, mot  
**£2299 ono**



SAAB 93 SE 2001 Y REG  
5-door, 5-speed manual, petrol, grey, 87,000 miles, tinted rear windows, radio/cd, 12 months' mot, service history, alloy wheels, family car, excellent condition.  
**£3395 ono**



SAAB 900 CLASSIC 1991 J REG 2 LITRE TURBO S 16 VALVE  
2-door, hatchback, manual, petrol, blue, sunroof, radio/cd 12 months' mot, good condition, rare vehicle, 1 owner, service history.  
**£2595**



SAAB 900 SE 1993 K REG  
3-door hatchback, manual, petrol, red, 169442 miles, 2 owners, full service history, radio, sunroof, good condition, 12 months' mot.  
**£1595**



SAAB 9000 CSE S TURBO 1993 P REG  
5-door hatchback, manual, petrol, black, 159912 miles, alloy wheels, leather interior, 12 months' mot, good condition, new clutch.  
**£1295**



SAAB 900 S TURBO 1993 K REG  
5-door hatchback, automatic, petrol, red, 70633 miles, 1 owner, full service history, sunroof, rear wash wipe, 12 months' mot, good condition.  
**£1595**

Note: all prices include VAT, exclude postage & packaging. Please call for more details.

Servicing & MOT Facilities available on site

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

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# A Nice Place LATVIA

When we heard that this year's International Saab Club meeting was to be held in Latvia, our first thoughts were, that Latvia was not a place that sprung immediately to mind as a holiday destination, but well, it would be different! So we signed up for the meeting and the tour beforehand. As it was so far to drive we decided to fly and hire a car when we got there, but after talking to members of the organising committee, we arranged to 'borrow' a car.

We were met at Riga airport by Olafs and his son Valts, with Olafs' beautiful black 9-5, which they had agreed to loan us. They had even put the logo 'www.saabclub.co.uk' on it for us.

Our first impression of Riga was a city of contrasts, the very new architecture alongside the very old. We didn't really have time to explore; we just had time to have a meal and an early night as we were being escorted from Riga to the meeting point at Liepaja, starting at 07.00hrs! We had lost two hours on the journey, so we got up at the equivalent of 04.00hrs our time. We travelled in convoy with the organisers of the tour. This was much better than Satnav. Soon we stopped for breakfast, another pleasant surprise, the price of refreshments. Those boys really knew all the best places to stop.

After booking in, the first casualty of the event presented itself, a 900 from Belgium had developed a fault, but the organisers had everything under control, someone was dispatched to collect a spare part from Riga, and a local mechanic worked way into the night to fit it.

At the campsite we were served with fish soup and sweet and sour rye bread. A large quantity of Latvian beer was also available, along with an alcohol-free version for the drivers! They think of everything! Alus, the Latvian word for beer was

the first word of Latvian that we learnt! We spent the night at the Chill Inn, an unusual collection of wooden-built rooms, ours was the 'Sauna House', as well as a sauna it had two showers!

The next day we all lined up for a group photograph alongside a wonderful unspoilt and empty beach, watched by a couple of bemused police officers. (The convoy on the way there had to be seen to be believed; the organisers stopped the other traffic at junctions so we could all stay together! The other road users didn't seem to mind.) Then we were on our own to visit various beauty spots and places of interest.

We saw some amazing places, deserted beaches, Ventspils port, which is one of the biggest sea ports in the Baltic, one of the secret radio telescopes built by the Russians and the surrounding village built to accommodate the workers at the telescope. Some people were brave enough to climb up the radio telescope, the view from there was worth the effort. Accommodation at the next campsite was basic, wooden chalets with bunk beds, there was a shower block! The site served traditional Latvian food, as well as traditional Latvian beer! From this site we were driving on the 'White Roads', we soon learnt from the locals that you had to travel at quite a speed to 'iron out' the bumps and ridges. We followed Olafs in



his 96 back to the site one evening at 120,000 miles per hour, exhilarating to say the least. The roads were empty, but so dusty, the first sign of an approaching vehicle was a cloud of dust. The beautiful black 9-5 was now a shade of grey.

Another photo call was at Talsi, where I think the whole town turned out to see us, they even had a brass band to play for us, we felt like royalty.

The last day of the tour took us to Riga to the motor museum, which has an interesting collection of old and famous cars. Then on in convoy, to the International weekend at Mezorzes near Cesis. Like all International meetings it was a mixture of beautiful cars, interesting stories, good company and a lot of laughter. I wouldn't have missed it for the world! A nice place Latvia? Yes, very nice!

Next year the venue is the Netherlands, not so far to go, and if you've never been to an 'International' give it a go, I am sure it will be a wonderful Saab experience.

See more photos of the Nice Place Latvia at:-  
[www.facebook.com/album.php?aid=38179&l=365c4&id=534718527](http://www.facebook.com/album.php?aid=38179&l=365c4&id=534718527)

Jan Best



# 30 Years of the **TURBO**

I was talking with Alistair Philpott about 96 V4s, but as usual the conversation expanded to 'All things Saab' and it came out that this year was the 30th Anniversary of the 99 Turbo. I mentioned that not only was I at the first public showing at Donington Race Circuit, I was one of the few that got to drive one. (The demonstrations and high speed runs were carried out by Erik Carlsson, Stig Blomquist and Per Eklund). Following this event, I wrote an article for the 'Driver' – June 1978, which you will see from the last paragraph I said that I would like to try one on normal roads under normal day to day conditions. Within days of the article appearing, Saab GB gave me a 99 Turbo on long term loan to 'live with' to enable me to write a subsequent article in the 'Driver' – December 1978.

*Alan Lawley*





# Driving the Jet

Alan Lawley – 'Driver' June 1978

Right from the start, it was obvious that this was something special. Its quietness and extra smooth acceleration effectively disguised the fact that we were obtaining figures that most sports cars would like to achieve. This is due to the fact that the turbocharger is effective throughout the whole range and not just at the top end as on most other turbocharged models. Whilst one does not get a mule-like kick in the back a la dragster, the acceleration in second and third is certainly enough to push you very firmly back into the seat. Top gear acceleration is something to behold and the needle keeps on going up and up at an amazingly constant rate and doesn't drop off towards the higher speeds as on most cars, ie 90 to 95 is at the same constant rate of acceleration as 80 to 85 and so on (presumably) until its top speed of 120mph. The short straights of Donington circuit precluded the maximum speed. I understand the 'fast boys' were reaching 110mph, but from my point I only reached 106 to 107mph. Mind you the word 'only' is perhaps the wrong word in that the three straights were so short and they each followed either a second or third gear bend so again, it is a tribute to the acceleration that one can come out of a bend, go up through the gears and reach 106 to 107mph and the brake for the next corner, on a straight of only some 500 metres in length! This MUST make overtaking much safer.

Apart from acceleration, its other main virtue was flexibility. Each gear had such a wide range of useable power that the choice of gear for any bend is entirely up to the driver and his particular technique.

For instance, it would have been possible if one was so inclined, to have driven round the whole circuit in either second, third or top gear. A feature lacking from any of the other models sporting Turbos, and traditionally modified cars. With a highly modified car in the traditional way ie high compression, high life cam, etc, one could no doubt match the Turbo on acceleration, but as power on such a modded unit is only effective from say 5,000rpm you try driving it around Donington circuit at a steady 50mph in top gear and you'll see what I mean!

To sum up it has outstanding acceleration, with full flexibility throughout the gears, and is remarkably smooth and quiet (meaning the engine as opposed to the ride). On the question of the ride, this is also smooth and quiet but one could not get a fair opinion on a race circuit. The fact that a race circuit was used has led to some criticism of its handling but the thing to bear in mind is that the cars were fitted with standard road suspension and tyres and yet the Motoring Press were driving round a race circuit at (attempted) race speeds and expected the car to behave like a race-prepared car. Obviously more body roll was experienced simply due to the higher speeds. Would you attempt a 90 degree bend on a public road at 90mph. For the same reason, understeer was more pronounced – quite simply the more power you put to the front wheels, the more understeer you get. By the same token, the more power you put to the back wheels of a rear wheel drive the more oversteer you get. Therefore, surely you drive the car, front or rear wheel drive, according to its characteristics.

'Well, that's about it. I was most impressed. However, I must admit that I should like to test drive one on normal roads to really get the feel of it under normal day-to-day conditions. If I ever get one, I will write a follow-up to this article.'



# Living with the **TURBO**

The response was surprisingly dramatic with numerous requests for a test under normal conditions, and as a result of this, Saab (Great Britain) Limited came to the rescue and offered me a Turbo to 'live with', to enable me to write such an article. Having now returned the Turbo to Marlow it is now just a matter of driving a non-turbocharged typewriter!

This account will not be of the 'two-speed wipers on the right stalk and headlight wipers as standard' etc etc as this type of information is well covered by traditional reports in the motoring magazines and Saab's own brochures, although best of all a visit to your local dealer will show you everything; nor will it be a technical report such as 'turbo boost pressures etc'. This report covers living with, using and driving the Turbo as an everyday motor car.

The story starts at Marlow, where I collected the car from Saab (Great Britain). The drive home was extremely pleasant in sunny, ideal conditions and again, that immediate feeling that this was something special. With no need to drive a la dragster (having done all that on Donnington circuit) I was able to enjoy the delights of what has proved to be a very relaxing car to drive with power on tap to complete all the usual rigours of driving, ie passing, and driving at motorway speeds (on motorways of course!) etc, without any effort.

Having said all that, our readers will be keen to hear of how it performs, so with that in mind, I carried out several tests. The Saab Press handout claimed 'a 0-60mph time of less than nine seconds and a top speed of 120mph. Obviously, manufacturers' figures are obtained under perfect conditions with probably only a few pints of petrol in the tank and only one 'body' in the car. As I had over half a tank of petrol and three bodies (one timekeeper and observer) I accepted the fact that the figures I obtained would be somewhat down on Saab's. Surprise, surprise, 0-60mph came up at nine seconds! In actual fact I carried on up through, as I felt it would be interesting to find out the 0-100mph as I had not seen any published figures. 100mph arrived in 25 seconds which I feel is extremely good. The top speed is always difficult to achieve. Several runs at

115mph convinced me it was 'on' so I then attempted an absolute top speed and having held the car for several seconds to ensure I was on absolute top speed, the needle was holding steady on the 190kmh mark which gives a conversion of 118.75 miles per hour! Certainly this is near enough to the claimed 120mph that I would accept it as being obtainable under perfect conditions. However, at 118.75 the car was starting to vibrate quite badly, including a whisper of shake from both front doors, but this could of course, be just this particular car. Speeds up to 115mph are obtained with complete ease.

As previously implied, there was no need to drive 'rally-like' on the roads, but to get a true impression of how it drove and handled when pushed under normal road conditions, I made two journeys over roads that I use with great regularity and know to the point that I can tell when a chipping is out of place! The first was from my great friend John Button's house to mine, when without any dramatics, I took some four minutes off my best ever time! I won't give the distance because some bright spark will do some quick computing, but as a clue, if you do it in 20 minutes you are doing quite well! (All on B and C class roads.) The second was to my factory in Norfolk - a journey that always takes just over the hour - depending on traffic, 1 hour 5 minutes to 1 hour 10 minutes. The Turbo completed the journey in 55 minutes, again no dramatics and feeling wonderfully relaxed and certainly safe. This has convinced me that this is a car that has the best of both worlds - a sports car and a five-seater saloon - beautifully moulded together as one package. Throughout the period I had the Turbo I did not drive my own car as I felt the only way to get a true picture was to directly substitute it with mine. Taking it firstly as a family car, it carried out all that was required of it in its guise as a comfortable saloon car. And comfortable it is. The seats are really first class with built-in headrests, front and rear on a few (I should say the few) sunny days, the sunshine roof really came into its own. The sliding roof (standard on Turbos) can be locked in an almost infinite variety of positions and it is a tribute to Saab's aerodynamic styling in that it is virtually

draught-free. The generous size of the boot means that it gobbles up the shopping and/or any baggage a normal family is likely to want to carry and the very low sill gives easy access for loading. On a question of shopping, one criticism that I have is that when parking, or carrying out manoeuvres in the usual cramped market place car park, life is made very difficult by the lack of rearward visibility caused by a combination of rear seat headrests, spoiler, and thick rear pillars.

On the question of criticisms, ignoring the insignificants, ie position of cigar lighter, artificial wood grain on fascia etc (you either approve or disapprove), there are, in fact, very few serious criticisms. Apart from the above, ie rear visibility, I was a little surprised to find that at high speeds, the level of wind noise was higher than I would associate with a Saab – except of course I have never driven any other Saab as fast as the Turbo; and by the same token, at 100mph and upwards, the stability starts to lose the usual Saab solidarity and becomes a little light and 'airey-fairey'. I am also concerned about the spare wheel being a 'cheap' steel type. Apart from the aggro of having to change it back following a puncture change to have the four alloy wheels on the car, I doubt the wisdom of permitting the possible use of a car having three alloy wheels and one steel (possibly on the front at that), having totally different weight and characteristics, and being driven at motorway speeds. Turbos are obviously going to be driven at high speed and with this in mind I really don't see the sense in putting in a steel wheel. It obviously has nothing to do with cost – what

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Our own Alan Lawley test drives one....  
Full report on page five

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difference would it make if the car cost £8,000 or £8,100? Apart from a creaky/rattly door and minor signs of rust (confined to accessories such as headlight wipers etc) I cannot think of anything else worth recording.

On the business side, this is where 'living with a Turbo' would be really tested. I average 30,000 miles per year, most of them at a fairly rapid rate of knots and usually involves poor roads (a lot of our work is on farms and farm roads are usually much rougher than a forest special stage), and building sites – again, very rough. As often as not I carry fairly hefty loads such as tools, spare parts, nuts/bolts etc.

Needless to say, the Turbo absorbed all this with no problems. The suspension seems just right for all occasions, being firm but not harsh, and seems to give good ride quality regardless of surface. During its time with me, it was used without any favours with regard to the above, except on one occasion we had an emergency call and whereas with my Volvo Estate I would have virtually put in a complete workshop, with the Turbo. I was very selected and only put in essential tools and spares – firstly because although against normal cars it has a large boot, it is considerably smaller than said Volvo Estate, and secondly out of respect for the car (which was virtually new at only 2,000 miles plus when I took over) and Saab (Great Britain) as I felt it unfair to overload their vehicle. As an experiment to try out the ride capabilities. I stood a variety of small cardboard boxes in the boot, one of which was very tall in relation to its base area (about 4" x 3" on base and 6" tall). After two days of use, it was still standing upright!

On the open road, it can be driven as a normal two-litre car or as a sports car but although there appears to be a fair amount of body roll, our little box test proves that in reality, it obviously does not roll about as much as it feels. On the pure driving side, apart from the faint turbine whistle and the presence of the turbo boost gauge sitting on top of the

dashboard, there is nothing to tell you that you are driving a turbo – until you put your toe down. It is not so much what it does but how it does it. As explained in my earlier article, the turbo becomes effective from as little as 1,500rpm so instead of a whoomp from 4,000rpm upwards a la BMW and Porsche, smooth power is on tap across virtually the whole range although it is more pronounced at higher revs simply by the logic that the turbine is spinning faster. The turbine operating speed is quite dramatic, 10-80,000rpm. It is a surprisingly small unit and is made by Garrett AiResearch of USA. The greatest asset from my point of view (bearing in mind that high mileage means higher risk), is the fact that driven properly it is a very safe car in that providing you do not take risks in overtaking ie only overtake where you would in a 'normal' car, you pass the obstacle very much faster thus you spend far less time on the wrong side of the road. Therefore, you get from A to B both faster and safer.

In traffic, or under heavy traffic conditions on the open road, it behaves with a lovely docility associated normally with cars with large 'torquey' engines. This is due to several features. The basic unit is a de-tuned 99 with a compression of only 7.2:1, a milder camshaft, modified pistons and one of two other things which only gives 82bhp before turbo charging thus lower bhp giving a 'torquey' condition which when turbo charged gives a 45% increase in torque over the standard fuel injected engine and only a 22% increase in bhp gives an engine with a remarkable torque figure of 174lbs/ft at 3,000rpm – a figure normally only associated with much larger capacity engines and usually with up to twice as many cylinders! With all this torque available, it should make an ideal tow car. However, although I am a keen caravanner, I was unable to try it as a tow car as no tow bar was fitted. I would certainly like to hear from anyone who tows with a Turbo.

Under the bonnet, the package looks frightening and one can appreciate the need to appoint specialist dealers. However, to put your minds at rest, all the usual checkpoints ie plugs, distributor, battery, reservoirs etc are all accessible. It really is a masterpiece of engineering and bearing in mind what it can do in what is a relatively heavy motor car, I was pleased to obtain 24 point something miles to the gallon taken over the whole period of time I had the car.

Well, I think that briefly covers most points although my typewrite must have become turbo-charged as it wants to go on and on. I can but only repeat that as far as I am concerned, living with the Turbo has confirmed my opinions expressed after Donnington that, despite the criticisms expressed above, it is a truly remarkable car and I have no doubt that it will sell very well.

As a final footnote, I have seen what must surely be the ultimate in optimism. On a recent business trip to Jersey, I saw a Jersey registered Turbo! On an island measuring only nine miles by four miles, having a speed limit of 40mph and roads equivalent to our C-class roads, I wondered what he was going to do with it!? The poor chap can only use the turbo in first gear, unless he has in mind to bolt on wings and have his own aeroplane. Although I saw it on several occasions, I didn't get an opportunity to speak to him. So, J 90, if you are a Member and read this we would like to hear from you!

Alan Lawley

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## Another glorious, English summer

Hi Everyone, I hope you all had a good summer, or the few days of warm weather we had, it was nearly as bad a last year with the rain, nearly every event I intended to attend was cancelled because of the condition of the event location, which was usually on a grass surface. This was very disappointing as the July, August and September events are normally the highlights of the year, the Coventry Run (classic 60-mile drive) was cancelled just 24 hours before the event, the organisers, spent hours frantically calling literally hundreds of entrants to advise of the cancellation. I understand from other Regional groups around the Country that they had suffered the same fate, Oh well, at least the National event was blessed with a nice day.

I must say 'hello' as promised to one of our 'overseas' Members who calls me periodically for a chat and that is Paul in Ireland. He is obviously a big Saab fan, after all he travelled all the way from Ireland to Scotland via the Midlands? to collect a Saab 96, it was not drivable and was towed, and he even popped in to say hello to me before he left for home.

Another Member who contacted me is Steve Lewis, a Member in the Buck's area. He calls me periodically to not just talk Saab, but just to offer help with my pages etc, thanks Steve! Many of you may already know him, he is very approachable and will always offer help and assistance.

Dave Ross, is a long-standing and well-respected Member within the Saab circles. I don't think there is a model he has not owned, and is currently running the latest Turbo X, he has his finger on the pulse and sent me a link showing the proposed new Convertible. I reckon the Saab collaboration with GM is heading in the right way, I know we all like the 'different' approach Saab has always adopted but they have to move with demand. The model is currently designated the model name 9X Air, if you type '9X Air' into a search engine, you will see more pictures. the car looks absolutely fantastic... Dear Saab AB, Please build and release it for sale now!

Robin and Kerry Morley have recently enjoyed a visit to Sweden courtesy of Saab AB. The events arranged by Saab were very fulfilling and entertaining; this of course included a courtesy car, and an extended introduction and experience of the Turbo X, the track event in the Turbo X I am told was very enjoyable, (see page 22 for a full report).

I made an appeal for a Turbo Charger in the previous issue of 'Driver' to use as a prop for the NEC classic, I have had a few replies and would like to thank Colin Blades (Cheshire Saab Group), for his very kind offer to have one in display form. I have accepted his kind offer, he has promised to even paint it in appropriate colours to show the inlet and outlet of the gasses. If he has not done this correctly please feel free to let him know, I must point out at this stage he is a HGV trucker (not the smallest of guys). PS, I hope to see as many of our Members as possible at the event, I will have a visitors' book for you to sign so I can have it printed in the next edition of 'Driver'. At least it's inside so we will be nice and dry.

Rachel Hillier, from **East Anglia Saab** has also been in touch, and has kindly detailed all EASOC dates up to late 2009! The meetings in Diss (Norfolk) are very laid-back and in a

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

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



relaxing pub, if you are in the area please try to pop in, you are assured of a very warm welcome.

Can I please have some more dates for Group events as new Members are always joining and want to meet their local groups, PS. Thanks for your kind words Rachel!

### Southwest Saab Group

Well it happened.... The date was 1 October 2008, and the official launch of the Southwest Group took place at the Airfield Tavern in Yeovil, Somerset.

As I pulled into the car park, I noticed the usual parking position of the Saab driver – reversed in to park of course (why do we do that?).

Robin and Alex had obviously underestimated the amount of Members who would attend.

The small area set aside for the launch was quickly doubled, chairs and tables were being hastily rearranged to accommodate the influx of Members. At 8.00pm sharp, the staff started to bring out what seemed to be an endless supply of food, and what a spread it was.

As I had agreed to 'get a round in', each time I went to the bar to supply refreshments to another guest... I saw another person walking in sporting some sort of Saab clothing, so the bar bill went up and up.

I handed over the 'Group book' to a very excited Alex who promptly handed it around for Members' visitors' signatures,

suffice to say the first page was nearly full.

Everyone then started having general chats, most of whom had never met each other before, that's the Saab welcome. I then thought it is now time for photos. Robin did not move, he just held his hand aloft and clicked, I have no idea how his photos will come out.

Alex then asked for the basic operation of local groups, my answer was simple 'keep the faith... keep the Saab', basically my ethos is let's enjoy our little hobby, arrange your meetings how you and your Members see fit, and try to include everyone. It may involve a visit to an old church or maybe to a high octane track day, everybody is different, so just be varied.

Time soon passed me by very quickly and I knew I had a 138-mile drive back home. I did not want to leave, but alas I had to go.

Don't forget the Southwest Saab Group will be arranging the 'Swedish Day 2009', visit the website [www.swedishday.co.uk](http://www.swedishday.co.uk) the surroundings are beautiful and the local sites are breathtaking, book it in your diary now.

Incidentally, window stickers promoting the new group are available now, and fleeces and polo/tee shirts, along with other SWSOC merchandise will follow shortly.

I have also been informed by Robin that they have got plans for many family-themed days in and around the Somerset area during 2009, more details will follow early in 2009.

I would like to wish Alex and Robin and their partners all the best for putting all this together, and hope very much this new group goes from strength to strength.

### SOC AGM

Another well-attended event, and I am very pleased to have been voted back onto the Board as the local Groups... 'Bloke in charge'... I will do my best for another year to keep you informed and entertained.

Welcome to the new team which includes Derek Best, Julian Lawless and, Robin O'Connor. I must also say thank you and we will miss you to Peter Turner and also Janet Turner for all your hard work over the past years, a lot of work done behind the scenes by Peter will go unnoticed, but I know that the Chairman has a very difficult and demanding role which Peter has done to a very high degree, all the best Peter and Janet and I hope to see you at SOC events in the future, (please keep up your membership which I think is now due!).

The next edition, albeit late, will contain a write-up from the visit I will be making to the Durham Saab Group and the NEC Classic car show, not forgetting a day out with the South Yorkshire Group. The proposed display for the NEC will feature the three decades of the Turbo. Yes it is over 30 years since the first Turbo became available to the general public!. From the early 99T, the 900T up to the Turbo X the 4 x 4 sensation, along with a fully restored 95 1971 and a very nice Citrine 900 Classic Convertible, this should all add up to a very nice display. If you do attend, please come and say hello and sign the visitors' book.

I guess this will be the last edition before the Festive season, so I would like to wish you all a very happy Christmas and a very prosperous new year.

Ellie

# AROUND THE UK



## What's the North West Group **been up to?**

YES, the North West Group is still alive and kicking. You may not have heard from us, but in the past nine months we have seen many enjoyable events. In January we enjoyed the annual meal and this year we visited Saints & Scholars restaurant in Didsbury.

February is the Group's AGM where the officers for the year are appointed (strangely enough they are the same as last year and the year before etc, etc) and the annual schedule of events is agreed.

March is always a low key meeting which this year took place in the White Lion Hotel in Liverpool Road, Manchester and was an opportunity for members to catch up on the latest gossip.

April's venue was the Windy Harbour Hotel for the 'Interbranch quiz', needless to say the NW branch took the laurel wreath with a team headed by Dan 'Encyclopædia' Uzansky and Rob Kell.

May was a visit to Comp's Fish and Chip shop in Holmfirth, the

setting for the popular TV series 'Last of the Summer Wine'.

June's first meeting was a return to the Windy Harbour for the 'Peaks and Dales' motoring event, another superb drive around the Peak District (see report in the last 'Driver').

This was followed a couple of weeks later by the Annual BBQ at Tom and Margaret's. The usual delicious spread of food was a wonder to behold and we almost managed to avoid the rain.

August was a visit to Cloud 23, the bar on the 23rd floor of the Hilton Hotel in Manchester where the 360-degree views of Manchester at night are spectacular.

September will see us at the Howardstown Brewery in Glossop enjoying a few pints of the golden liquid – only those not driving I hasten to add.

The Ferret

## Saab 'Driver' Needs Your News!

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

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**The Editor, Dave Garnett,  
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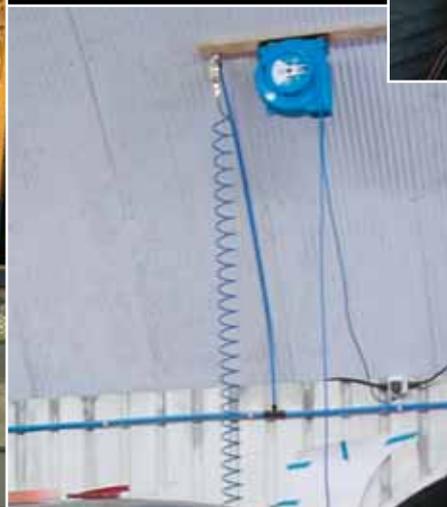


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Supercars for Superstars

# Chop Shop

*...Martin Kemp's 900 Turbo*





Bangladesh's answer to Enzo Ferrari, designer Leepu Awlia, and his cockney partner and master mechanic Bernie Fineman, re-opened their garage on the Discovery Channel for a second series of the hit show 'Chop Shop'.

This time the panel-beating pair upped the stakes as they took on five special commissions for some of the best-known faces in British entertainment and sport.

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The first celebrity to entrust his boyhood dream machine to Bernie and Leepu's creative genius was 80's new-romantic pop legend turned actor, East End boy Martin Kemp. The former Spandau Ballet front-man challenged Bernie and Leepu to transform a scrapped Saab 900 Turbo into a turbo-charged gangster racing machine at their garage in London's East End.

"I'm looking forward to seeing the finished product," said Martin. "But if they give it to me and it's below par and isn't something I want to drive I'm giving it back!"

Leepu and Bernie focus on traditional panel beating and old school methods in metal work and mechanics as Bernie explains: "We take sheet metal, we strengthen it, hand-beat it, hand-prepare it, whatever it is we do it. The only thing we send out for is specialist leather work."

The specification for Martin's Gangster Car was:

- Engine: 2.3 twin cam automatic
- Exhaust: Custom made
- Induction: Custom intercooler and piping and dump valve
- ECU: Stock
- Suspension: Custom made and modified
- Brakes: Heavy duty front and rear pads
- Wheels: Wolfrace Imperial custom
- Bodywork: Pearl metallic grey, split rear screen, custom made body with 0.8 gauge cold rolled steel
- Other modifications included: Custom interior and carpets, handmade rollbar, keyless entry, custom made dashboard, custom front lights and grille, custom Corbeau seats and belts

Martin was amazed with the transformation: "I was so impressed with the look of the car, I loved the choice of the grille. I said to Bernie at the beginning of the work that if the work was as good as his chat it'd be amazing, and it was."

Other stars getting the 'Chop Shop' treatment this series are rugby legend Laurence Dallaglio; actor and comedian Johnny Vegas; music maestro Jools Holland and former Spurs and France football hero David Ginola.

'Chop Shop' is a Raw Television production for Discovery Channel and is aired in the UK on Monday evening's at 10.00pm.

Highlights from the 'Chop Shop' series can be found at [www.discoverychannel.co.uk/chopshop](http://www.discoverychannel.co.uk/chopshop)

# 2STROKEREREGISTER



All correspondence to:  
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Apologies for my absence in the last edition of 'Driver'. We had been in the process of moving home, or should I say nearly moving home! The week we were due to exchange contracts our chain crumbled thanks to one of the major building societies. We have tried all summer to get the chain moving again, but now given the current economic state of affairs we have decided to stay put for the time being. A most frustrating and disappointing couple of months!

Over the summer I had some e-mail correspondence with Chris Partington. Chris is now not taking on any new customer work, and instead is going to finish the jobs he has in hand and then concentrate on his own cars. To rationalise his fleet he currently has two Shortnose model 96 cars for sale.

The first is a Red 1964 Sport. Now those observant folks amongst us will know that the Shortnose Sport was only manufactured by Saab in left-hand drive form. Chris thought it would be rather nice to make a right-hand drive version, and this he did in the mid-1990s. He sold the car on but has recently bought it back, mainly for the Sport engine. The car is fitted with a 1965 Sport interior, seats, trim and dash. Sport engine mated to a four-speed gearbox. Brakes are V4 discs, not Sport 4 bolt hubs. Chris has since sold the engine to another customer and this is destined for a rally car. It will be replaced with a quick single carburettor engine, or possibly a separate lube version. The driver's seat is worn, but Chris has the trim to repair this. The paint is a little faded on the roof and bonnet, but the car is straight with no rust. A new MOT will be added when sold. Price depends on the final specification, but Chris is looking for a minimum of £5,000.

The second car is a Blue 1963 model '60' replica. This car has a blue Sport interior, seats and trim, along with a strip speedo dash. A genuine '60' engine, mated to a four-speed gearbox. V4 brakes and new chrome. Chris states that the paintwork looks showroom, but when viewed closely has some dirt within the paint in odd places. A new MOT, and again looking for £5,000.

I wish Chris the best of luck in finding new owners for these. Now is not the most buoyant time to sell any classic car, prices seem

depressed in all areas of the market, but Chris would like to sell them to genuine Saab enthusiasts.

In a previous edition of 'Driver' I wrote about a model 93 that had been uncovered in Spain. Well, Club Member Derek Fletcher now writes to me to share the news that he has found another! He was at a classic car show in Alicante where one of the second-hand parts sellers had a list of cars he was advertising for a third party. Amongst them was a model 93, with a registration number only four digits prior to the other car! With the assistance of an interpreter, Derek arranged a viewing. Disappointingly the car is in quite a poor state, raised on blocks in a small private multi-storey car park along with the owner's collection of other classics. The seller who looked 70ish said the car had belonged to his father. He unfortunately had no keys with him, but it is understood that the engine does run. From Derek's photograph the car definitely looks worthy of saving. The body is dirty from storage, with some surface rust, but does look sound and unmolested. I have other pictures of the car if anyone is interested.

Finally for this edition. I am not sure how many of our readers browse through 'Octane' magazine; but in the July edition, editorial staff member John Simister has a short write-up on the genuine Saab reconditioned two-stroke engine that he had purchased through a certain John Moore, former Isle of Man Saab agent, who was selling off the stock he had acquired from Saab GB many years ago. This particular engine was assembled in 1972 and came complete with guarantee tag! I would be very interested in making contact with John Moore to see what other supplies he has stashed away. Anybody out there come across his name before, or possibly have any contact details? I eagerly await your responses.

Next issue I have an excellent article on the model 93B that competed in the Classic Le Mans event earlier this year. I have now received some photographs from a contact in Sweden to go with this. I am hoping that it will make an informative read for all our Members.

Until then; Go Swift, Go Safe, Go Saab ...

*Martin*

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Auto, Blue, Electric heated leather, Good condition, Low mileage: 92k miles **£1000**

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(1996)  
Auto, Blue, Leather heated seats, Wood trim, VGC. Low mileage: 83k miles **£1700**

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Blue, Immaculate cloth interior, 154k miles. **£2250**

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# V4REGISTER



Firstly, an apology, I seemed to have been suffering from severe brain fade when I stated in the last issue that Mike Doughty had won the V4 Class at the National when it was actually Chris Boffey... sorry about that. In my defence I'm fast approaching my 40th year and the brilliant mind that I remember doesn't seem to work in the way I remember it working. Not that anyone has picked me up on it yet, so perhaps nobody was paying much attention and I might have got away with it if I'd kept schtum?

## Replacement Water Hoses a possible source?

I've had an enquiry from Don Mummery who was struggling to obtain replacement water hoses. Coincidentally I also received a letter from our good friend Robert Hubbard (keep supplying me with material please, Robert, saves me having to make it up!).

Robert suggests that a factory near to him in south Wales is willing to make up small batches of 'special orders'. These are the people who make 'Samcosport' silicone hoses for the more modern cars. What they need is a complete set of the 'difficult to get' V4 and Two-Stroke hoses to copy, if possible. Obviously no prices are available until they've had chance to look at what's required, but they have promised to be 'reasonable'.

What I suggest is that you V4 and Bullnose experts out there let me know which you see as the highest priority, and I will try to pull a spare from my own stock or source one elsewhere to use as templates. Ideally we should aim for full sets and individual hoses to be available. I will liaise with Robert and the contact at the factory to source via the Club for resale to Members, and will be looking for the Club to make a small profit out of managing the venture. E-mail your suggestions to me as soon as possible, please, and if anyone has a complete Bullnose set they can spare for a while, please also let me know.

## Re-chroming Hella Sidelights

Again from Robert, he was struggling to find replacement sidelights for early 96s, the two-pin variety. He sent a pair with no silvering left on them to a Birmingham firm called Dual Metallizing, the contact is Peter Franks on 0121 708 2748. The parts must be clean and in good condition for the process to work. They did a neat job, though

not cheap at £70 + VAT plus registered postage.

## Weber 28/36 DCD Carb Settings

This summer I had the pleasure of a lovely chat with ex-chair Alan Lawley (one of our founder Members, number seven) he has sent me some useful information for the column, in addition to an old article of his on the 99 turbo (see page 32). The first batch of info was on setting up the once-common, but now not-so-common, twin choke DCD carb for the V4. Obviously, the settings suggested will depend on various factors such as the condition of the engine, whether using a 4-stud inlet manifold or the adaptor plate, any head-work or other modifications carried out on the engine. The settings listed were those Alan used on his rally V4 with ported heads and a stage 1 cam.

	Primary Choke	Secondary Choke
Chokes	23mm	24mm
Main Jet	130	140
Air correction	230	180
Pump jet	3.5	
Emulsion tube	F.30	F.30
Slow running	40	50

Other basic settings were as standard to retain a torquey engine rather than maximum outright power:

Idle speed:	set to 800rpm (or with headlamps on main beam, 900rpm)
Timing:	basic setting with strobe at 500rpm, vacuum hose disconnected - 6 deg BTDC
Dwell Angle:	50 deg +/- 2 deg

This is interesting to compare with the set-up we were advised to use on one of our old cars, with the 28/36 and an SAH stage 1 cam, which suggested the timing for that engine was best set at 10 deg BTDC static, or 35 deg BTDC at 2400rpm. Not a significant difference, but shows there is some scope to tweak a little to obtain the characteristics you desire from your car. Of course, this is best fine-tuned on a rolling road if you really want to get the best out of the car.



All correspondence to:

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Email: registers@saabclub.co.uk



Alan also sent a great article on setting up the suspension for 96s that I have yet to finish retyping, so that will have to wait until the next 'Driver'. Alan has a lot of experience from rallying these cars, although his competition focus nowadays is his son's racing Ferrari! But he has kindly offered to answer any queries. Thanks, Alan.

Talking of former V4 rally drivers, John Wood of EMS branch is making great progress with his works-replica car, I hope to include more on this car in a future article.

### Polish V4 Restorations

Ian Studley has sent me a CD of photographs from a company called Wilks in the far south east of Poland. They appear to spend most of their time restoring cars from Sweden, for customers across central and eastern Europe. The bill for full restoration of the white car was about Eur6,000, which seems incredibly good value when you see the attention to detail in the photos. Further information is available at [www.saab-classic.pl](http://www.saab-classic.pl)

That about wraps it up for this time, as I write this, the AGM is just a few days away, I hope to see lots of you there. If not, have a great Christmas, see you in the New Year. Cheers

AI

### New Registrations

One new registration this month:

Name	Location	Car	Registration
Martin Eady	London	96V4	RPK 183M

Martin's 1973 car has been resprayed in Silver, with a black interior and 96L rubber bumpers (see pics) He writes: I recently bought a Saab 96V4 so I thought I'd better let you know. I had not owned a Saab before so went in a bit cold in response to an advert on [www.classiccarsforsale.co.uk](http://www.classiccarsforsale.co.uk) I have checked it on a garage hydraulic ramp and it is reasonably sound underneath, though it has been welded in the past. The body has several localised instances of blisters and (hopefully) superficial rust, but there is more serious rust in the scuttle area (base of windscreen) and on both doors where the mirrors are attached. I have to wait for decent weather to tackle this as I do not have a garage. The interior is quite good, though front seats are very worn (they have fitted covers). The engine starts first time and runs OK but is not as lively as I think it should be, though with 51048 on the clock it must be a bit tired as I guess you could add 100,000 to that. I found the mixture was too rich-it runs better but I am still adjusting it to get rid of black furring on the plugs. Using 97 octane leaded fuel also improved performance. Do you have any other suggestions? There is a little history, but not enough to authenticate mileage. It has been fitted with rubber bumpers which I believe are not correct for a 1973 vehicle-the reason for this is not known to me.

As I replied to Martin, scuttle repairs can be very awkward so I wish you luck with that - it's usually a sign of further rot hidden behind the dash/beneath the screen due to water ingress.

The engine ought to feel quite 'grunty' but they are not a high powered car, although with such short gearing they should be relatively nippy through 1st to 3rd gear. The air filter sounds after-market to me; it should have a large plastic filter box with a snorkel and a fairly standard looking round element. These are easy to come by. Using super-unleaded is wise, and you should think about a lead replacement additive such as Millers VSF. It will run fine without for a few thousand miles, but eventually you will get wear to the valve seats. The black plugs sounds like it's still running a bit rich, perhaps to compensate for another problem such as a slight air leak on the carb or filter, or vacuum leak? Or poorly adjusted timing? The timing is set at idle, and should be 6 deg BTDC with the hose to the vacuum advance disconnected and plugged (a finger over the end usually does the trick!). It helps to highlight the timing mark on the bottom pulley with a little silver or white paint, and keep the marks on the front cover clean of the oil and crud that tends to accumulate down there. By the way, I would recommend you only use NGK BP6ES plugs, nothing else seems to work as well on these cars. Bosch points are advisable too, or replace them altogether and go for electronic via Aldon or Lumenition.



# 90/99REGISTER



## A PASSAGE TO ITALY

### Travels with a 90 - Italy

At around the same time as a number of you were heading to Latvia for the International, Val and I were heading to Italy in our 90, aiming for the opera in Verona. As petrol prices soared the decision to drive seemed a doubtful one, but actually when you add up flights for two, airport taxes, travel to and from the airport and hiring a car when you're there, the differences aren't as great as you might imagine. Also, I may be old-fashioned, but I always feel you really are travelling to a place when you drive there, watching the scenery and weather gradually change as you pass familiar names on the routes across Europe, in our case the Dover-Calais ferry, then Reims, Besançon, Pontarlier, Lausanne, the St Bernard Pass, down to Aosta, then east to Milan and Verona.

As I've mentioned before it is exactly 40 years since the 99, actually one of the pre-production models, was first road-tested by Denis Jenkinson in 'MotorSport', he choosing to drive from Amsterdam to the Turin motor show and back, a round trip of 1,600 miles in a week. Perhaps luckily for Saab, in view of some of the problems we now know these early models had, the car ran faultlessly and Jenks was impressed. How would our trip compare?

Unlike Jenks we avoided the motorways as far as possible and took an easy four days to reach Milan. We were on holiday after all and had two weeks for our 2,200-mile trip. I'd given our 1984 90 a careful check over and service before we left, and packed a 'few' spares in the spare wheel compartment, one advantage of the 90's larger 900-sized boot being that we could get all of our luggage safely hidden away. The car did have two faults which I was aware of before we left. The clutch release bearing was noisy, but had been for a while so I wasn't too worried about that. Also the head gasket had a slight water seep. Again it had been there for a while, didn't seem to be getting worse and not having time to sort it before we left I'd have to live with topping up the water each day.

One common criticism of the 99, which even Jenks made in the days before power steering, is the heaviness of the steering. This can

be hard work at parking speeds but Jenks also found his 99 needed steering all the time and so had aching hands after many hours of driving. The 90 on the other hand always felt totally stable, especially on the swooping open roads of France and was thus quite relaxing to drive, especially with its superb seats, described by Jenks as 'one of the best'. We never felt uncomfortable. Well actually that's not quite true. Whilst parked in Verona for the opera, I had to get something from the glovebox, sat in the passenger seat for the first time and had that familiar sinking feeling. Val had mentioned that her hip had been hurting for the last hundred miles or so, but hadn't realised that the seat webbing had collapsed! When informed of this she asked: "Why has mine gone and not yours?" There was no (safe) answer to that! A spare cushion would have to do until we got home and I could fit the better wire webbing, rather than the rubber and canvas which always seems to tear eventually, regardless of who's sitting on it!

The collapsing seat was the only problem on the entire trip, and even the water leak reduced to the point where no topping up was needed for the trip – the 90 clearly wanted to go. The only time it really felt down on power was climbing the St Bernard Pass to over 8,000 feet, but I think we can excuse that. Fuel consumption was around 30mpg. Jenks on the other hand, got somewhat less than 25mpg, but then he only had four gears, 'hurled it into corners in an unruly fashion' and generally made it go 'just as fast as possible! I, on the other hand, was keen to ensure we actually got back. Other costs for us apart from petrol were the Swiss motorway tax – £25 whether you use them or not but once you've paid that's it for a year. The autostrada toll worked out to about 10p per mile and some of the long tunnels charge around £10.

Sad to say we only saw two other real Saabs, a 900 convertible and a five-door on the motorway near Berne, in the entire two weeks.

One other Saab-related story from the trip. With its rarity I was obviously hoping to get some reaction to the 90 whilst driving in Italy, even though it might seem pretty dull compared to Italy's finest.

All correspondence to:

STUART PAYNE , 11 Whenman Avenue, Bexley, Kent DA5 2B5

Tel: 01322 521580 e-mail: orangesonett@hotmail.com



The general advice was not to drive into Milan, so we stayed in Monza and got the train in, which conveniently meant we could take in a trip to the Grand Prix circuit without much of a detour in our journey the next day! Monza is set in a royal park, and not knowing what to expect to be able to see when there is no racing on, we parked in the park and walked round to the circuit entrance. It transpired that for five euros you could go in and look round (for 40 you could drive round the circuit, but we would have had to wait two hours and in any case we needed the 90 to survive another 1,200 miles!). Returning to the car I found two elderly Italians standing by discussing it. My Italian was about as poor as their English, but through a deft spraying action from one of them I realised they were debating if the car had been repainted. "No, no" I replied, "originale". "Originale!" they exclaimed, "Ah Bella! Bella!". That was good enough for me.

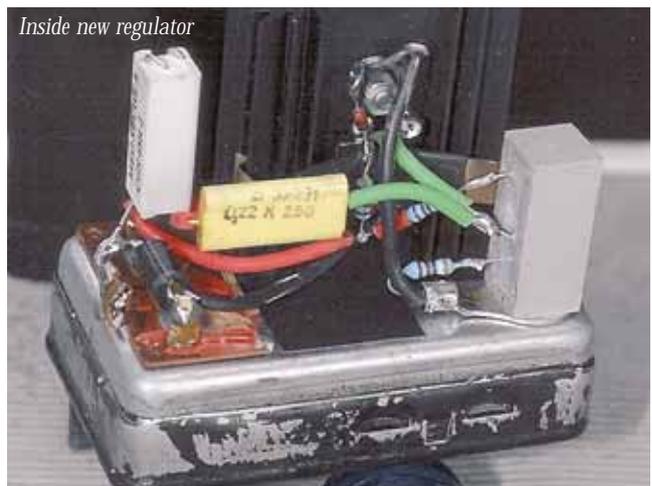
Even with no racing going on, Monza has a special atmosphere, having such a long racing history back to 1922. Walking the 'wrong way' back up the pit straight towards the Parabolica corner you can still see the old banked track, similar to Brooklands, which witnessed a race-winning average speed of over 150mph in the Italian Grand Prix of 1971, the first five cars separated by 0.61 seconds.

It is a testament to the quality of Saab's engineering that you can still drive the 90 anywhere and pretty much forget to make any allowances for the fact that it is now 24 years old. As Jenks said back in 1968: 'It certainly lived up to the Saab engineers' faith in it.'

### Where there's a will...

John Harvey (12997) has owned his 1973 99LE auto since 1974 and so has some experience of keeping these on the road! In particular he has found a solution to problems with the charging system:

'Having a number of failures over the years with the alternator diodes/regulator which is separate on this model I felt something had to be done. I remember 'Wireless World' published an article some time ago by J R Watkinson, so I built a unit to his design other than changing



Inside new regulator



Improved alternator

# 90/99 REGISTER



Location of regulator



Engine bay

it from positive to negative earth. I had some success but it was prone to instability due to inductive lag. There was a follow-up letter in December in 'Wireless World' suggesting a solution to the problem. Again I built a unit but had to change some of the design to modern-day semi-conductors and because my alternator was much higher output.

The results were very good with complete stability and spot on charging rate. I was able to strip the parts out of the old regulator and put the new electronic parts in place although care was needed as there is not a lot of room. The advantage with the old box was the existing fittings, loom and plug could be used.

Attention now turned to the alternator. The existing diode/rectifiers did not seem very robust but to change to a different type was not very easy as the old rectifiers were pressed into the heatsink. The only way out of this was to make a new heatsink out of sheet aluminium. Again there was not a lot of room but with care it was done.

'I hope this above helps any Club Member to keep the 99 flag flying.'

John has sent me a copy of the original 1978 article, wiring diagram, and list of parts needed available from Maplins. Thanks for all the information John – with my basic knowledge of electronics I can't pretend to understand all of it, but I'll keep it on file and if

anyone needs more details please let me know. Good to hear of another 99 being cared for.

## Beware faulty condensers

This applies to all 99s before 1984 – Running an MG workshop I've had to deal with parts quality problems for some time, but one particularly frustrating recent problem has been with new condensers, which can cause points to fail and misfiring after a short time, even though they appear fine when first fitted. Last week our local rolling-road tuning specialist asked if we'd come across this as they'd had problems with them, and then when Gabi Waite phoned and mentioned a problem she'd had with them on her 99 I thought I should make you all aware of this. The condensers look fine, though are possibly lighter than they used to be, and obviously if you've just fitted a new one you can waste a lot of time looking for something else to be at fault if you get a problem later, naturally assuming the new part must be OK. The only solution at the moment seems to be to always carry a spare, and a set of points, and possibly to use Bosch parts if you can get them. From 1984 99s and all 90s had electronic ignition so we don't have to worry!

Stuart

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# 9000REGISTER



## TIPO QUATTRO

For those of you who are not aware of the development history of the 9000 the note on the Saab Club website does not comment on the company who shared some of this development. A clue to the partner is in the title; yes Fiat had some input into this car hence the Type 4 designation. You can see from the photographs the various models, they are Fiat Croma, Alfa Romeo 164, Lancia Delta and the Saab 9000.

Last April I was contacted by a feature writer who wanted to produce an article on the Type 4 for a magazine called 'Auto Italia', he wanted a 9000 for a photo session. I first thought of the series 1 but it looks nothing like the Italians so I volunteered my own series 2, as can be seen from the photos. The place designated for this photo-shoot was Bruntingthorpe, I had heard that this old airfield is now being used for vehicle development and aircraft storage. I was not prepared for what I saw when I arrived. As we drove to our area we passed two English Electric Lightnings, a Canberra, a Handley-Page Victor and a Guppy. The latter was used for transporting Airbus bits. The problem was that I could not recognise these aircraft and explain them to the rest of the party. I am glad that I am old and can remember the rapid technological development that went on during the 1950s and 1960s. The cream on the cake was hearing a jet aircraft fly by at low level, I did not recognise it from a side view because the rear fuselage looked

so thin. It then turned and flew over us. As I realised what it was, I retrieved my camera from the car to take pictures of a mid-1950s de Havilland Venom.

Now back to cars. After the photographer had taken static pictures from all angles of all four cars we went on the test track and some action shots were taken. Going round that track was a bit nerve-racking because we were only doing about 20mph and other vehicles over 100mph! When the picture-taking had finished, the scribe wanted to drive each car to assess them for his article, mine was the last he tried. My 9000 is an everyday car and it is not garaged so it does not look in pristine condition, I could tell from his body language that he wanted to get this over as quickly as possible. The part of the track that he used includes a small handling course, the first time he went through it at normal 'family saloon' speed, the second time I told him to change down to third gear and hold the engine at 4,500rpm. "OOOH" he said "What suspension mods have you got?" "None", says I pointing out that the suspensions are standard as left the factory. As we accelerated down the main straight I told him to take it to 120mph and that I would tell him when to brake, that made him sweat! As he braked for the 90-right he asked me what modifications had been done to the brakes and suspension, again I told him that they were as left the factory in 1994. He said that this car felt the most comfortable to drive, it felt 'planted', it



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handled more like a sports saloon, the standard brakes were 'fantastic' and that it was the best car of the four.

It was my turn to do a couple of track laps; I will admit that even I was surprised at the surefootedness and comfort of the 9000 especially going through the rough part of the track. Really the only surprise I had was being passed by a MAN artic unit when I was doing 110mph! Yes it was a racing truck. I think!

I must thank Mik for his list of Saab books; I have passed this list onto the Member who asked me for it. This brings me back to my opening paragraph. I would like to find out more information on the Type 4 development because I did hear that there was a certain amount of friction between the Italians and the Swedes at that time. So anyone with some information please get in touch with me.

*John Crook*

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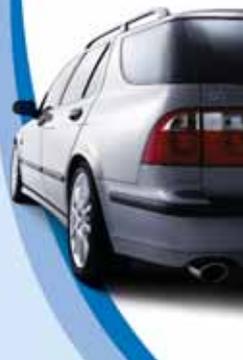
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# 9-5 REGISTER



## CHECK OUT MY TURBO!

Quite unbelievably, this is the last 9-5 Register of 2008 (and not surprisingly with that shocker it is the last 'Driver' of 2008 as well). Looking back to the first register of the year we asked the question, would we get 2008 registrations in the year. Well, not surprisingly, no we didn't, but we did get the tens that we predicted. With talk of recessions and the credit crunch, if you are in the market for a new 9-5 there are some incredible bargains to be had at the moment. Check out the 9-5 Turbo Edition which for less than £20k offers an unbelievable spec. There also seems to be some very good deals on other models in the showrooms.

Before we move onto next years' registrations there are a couple of issues that are worth raising from the September/October edition. In the 'Postbag' section. David Ross Nimmo raised the issue of rust. As 9-5 owners rust is one of those words that you kind of think doesn't affect you. Sadly it does. David's estate has rust on the boot (can pretty well guarantee that this is at the bottom of the panel that the number plate is on in the corner next to the lights) and also on the petrol cap. Around 2003 I believe there was also a problem around the wing mirrors as well. People often ask for areas that need special attention when purchasing a 9-5. If you can help with any other rust areas to look out for please do let us know, especially if you have pictures we can print?

On the subject of previous editions, we have also discussed at some length the increases due to be introduced to vehicle tax. To cut a long story short we did get a call relating to this but not quite the way we usually receive calls or really would like to. The irate reader that called us felt that we had misled readers and that there was in fact no suggestion of any such proposal as had been

confirmed by a conversation he had with DVLA and his local Saab dealer. For the avoidance of doubt I am afraid these proposals are true and for anybody who has yet to read about it and has access to the Internet, a quick Google search for 'Vehicle Tax Increase 2010' will produce around 270,000 results, many of which are links to newspaper and motoring journals discussing the proposals. Two important sites to get the information you will be looking for and can presumably be trusted are Saab ([www.saab.co.uk](http://www.saab.co.uk)) which will give you the CO<sub>2</sub> figures you will require for your car which for a current model auto 9-5 are between 238 and 244 g/km (for older models the Saab site shows figures for manual models in the used car brochure. [www.parkers.co.uk](http://www.parkers.co.uk) includes a calculator for all models and states the 2.0t Arc Auto 2001 to 2004 as 244 g/km). To check out what your 238 to 244 g/km will cost you visit the official government site at [www.direct.gov.uk](http://www.direct.gov.uk). In the section covering the 2008 budget the autos slot into bracket 'L' (226 to 255 g/km) stated as £415 for 2009 to 2010. I trust this clears up any confusion.

And so to the registrations. Well, unfortunately, we are back to the peak and trough situation and from the bumper edition last time we are down to a lowly two, which is the lowest we have had for a long time now. We do quite often get a lower number of registrations over the summer (this article was written mid-September) so expect another monster amount taking us into the New Year.

First to register this time is Derek Simpson. Derek has purchased his father's 9-5 SE Auto Estate which was owned by him for four years. Derek's father has now purchased a new 9-5 Estate with the 2001 model being one of four Saabs in the family now. This one is a



metallic green 2.3lpt with just 64,000 miles on the clock. Welcome to the register Derek.

And the second and last registration (I didn't think I would be writing that this month) comes from Richard Slooyczak. Richard is no stranger to Saabs with his previous transport being a 1971 99 (1.85litre), a 1987 900i, 1988 9000SE (2.0 Turbo) followed by a 9000 Aero. The latest in this line of vehicles is his 9-5 Aero, a Steel Grey saloon having covered just 50,000 miles. And now comes your bit. Over the last few months we have discussed how to save fuel, how much your car is going to cost and really concentrated on the more frugal side of 9-5 ownership. For next time we are going to have a break from this.

Richard has a question which we would like to put to all readers. 'I am currently toying with having a performance upgrade carried out by Abbott Racing, probably the Gamma conversion to 280bhp but would like further info first.' This isn't the first time we have discussed power upgrades and I am sure it won't be the last. I seem to remember the first time which was down to a chance meeting we had with an Abbott 9-5 in what in those days the dealer described as an 'Aero' as at that time there was no Aero. If you have any experience of an upgrade, good or bad, please do let us know and we will pass on all of your thoughts to Richard and all of the readers who are interested in similar. Amongst the distribution of the magazine are a number of companies that offer upgrades and also a massive amount of people who drive them. Please do contact us as this is an important issue and one that does crop up reasonably regularly.

And after what is now the shortest register we have ever done we have just about run out of words for the year. This is now your opportunity to send in your registrations and 9-5 thoughts or next time we will have to revisit accessories and I am sure you wouldn't want that on your conscience. So before we go it's just left for us to wish you all a very Merry Christmas and a Happy New Year. Many thanks to all of our contributors over the last year, especially those included in this article (both of you!).

Tim

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## Omloop van Vlaanderen

13-14 September 2008

You couldn't run a rally like Belgium's Omloop van Vlaanderen in this country. Competitive stages run over and under motorways, through closed roads in villages, past schools, round greenhouses, down village lanes, on cycle paths and through the farms where people work.

The town and surrounding countryside of Roeselare gives itself up entirely to rallying for the weekend. There are posters everywhere, thousands of spectators on the stages and wherever you go people know why you are there and ask about the rally. It also has the most amazing stages of any rally I have competed in.

There are nine stages which repeat two or three times over the rally and all quickly form distinct personalities. Some involve racing so close to houses that you drive over the front doormat. Quite often the end of a straight is the side of a barn. On one corner I took a bite out of someone's front drive to get the angle I wanted past their lawn, before aiming to miss the neighbouring farm's fence posts at the exit.

Particularly poignant was the stage start beside one of a disturbing number of First World War cemeteries at Paschendale. It's a shame that the care and attention to detail spent on remembering the dead wasn't extended to not killing so many in the first place.

The Zoning stage is another unusual one. Bordered by a canal in Roeselare's harbour district, rally cars are started onto a 1.8km race track improvised from the canal access and an industrial estate, with giant bins used for chicanes. The cars are started at one-minute intervals for three laps of the circuit. As a competitor you rarely see other cars on stage, but in Zoning there can be up to five rally cars on stage at a time. It must be fantastic for the spectators, the cars power-slide round a tight roundabout at the top of the circuit; and in that urban environment look and sound extremely mean.

The two-day reconnaissance, testing the road book and sighting the stages, was much harder work than I had anticipated. The Flanders stages are twisty with very few long straights, so you are trying to spot markers for turn in, apex and

# TEAM



# JAYHAWK



*The Polar Bear takes flight over the crossroads on Paschendale stage Copyright David Dochy*

exit points for over 1,200 corners or changes in the road. You are also trying to guess what the corners will look like after the rally has passed three times. It is difficult to predict the amount of material the modern cars will carry onto the road and the size of the cuts on the insides of the corners. Also, since the Belgian stage-marking is different from our UK use of gates, it is much easier to mistake the direction of corners.

Being quite a slick event, the cars start and finish each leg over a podium. This is in an indoor arena, next to a bar, with live footage of the car projected up onto screens all round the rally centre. I would be lying if I said this didn't bring out the child in me. I couldn't resist opening the throttle to roar up the ramp and stop dead for the start marshal. Every time. Extremely silly, but it amused the competing crew.

The screen footage turned out to be instructive. I had been wondering how to improve my times in Zoning round a roundabout. While we were up on the podium I watched footage of other cars negotiating the corner I had been having trouble with. It was a great help to see that faster cars were cutting up and onto a cobbled section without being spat off it, as I had feared we would be if we tried. On my next attempt I took the shorter route and it was a massive improvement, saving two seconds a circuit.

On the first stage of the rally I was probably trying too hard and not in full control of the car. There were an extraordinary number of retirements, with cars off left and right. I should have taken heed really. We had covered about half of the stage and got round some tricky obstacles intact and I was growing in confidence. However, we came round a left-hand bend and, on the exit, the back of the car stepped out a little further than anticipated. While I turned into the skid I hadn't applied any power to the front wheels, which might have saved us. The nearside front wheel led us neatly into a ditch. We came to a halt with Caroline's window lower than the field, now at eye level. At this point the throttle was stuck wide open and if you watch the crash on You Tube (Rally Omloop van Vlaanderen Saab historic 'crash') you can hear the engine at maximum revs bouncing off the rev limiter. I thought the throttle linkage had gone, but on closer examination realised it was just the pedal stuck under the floor stop.

As I pondered retirement on stage one after all those months of preparation for nothing, Belgians appeared in numbers. More people arrived and someone had a tow rope. They tried several approaches to getting us out and, after about six minutes, succeeded. The car felt okay, the levels were all good while we were in the ditch even if the steering felt a little deranged, so off we went. At the end of the stage, with another between us and service, I got out of the car to review the damage with a heavy heart. Astonishingly, there was none. We must have gone into such a muddy, grassy bank that apart from a slightly bent mudguard stay we were in good order. Not even a scratch to report.

In the end we came 58th out of 79 runners and fourth in MSA Class C3. This was an improvement on our previous 13th in class at Severn Valley Stages. Most satisfyingly, our stage times were consistent, with repeated stages getting marginally faster

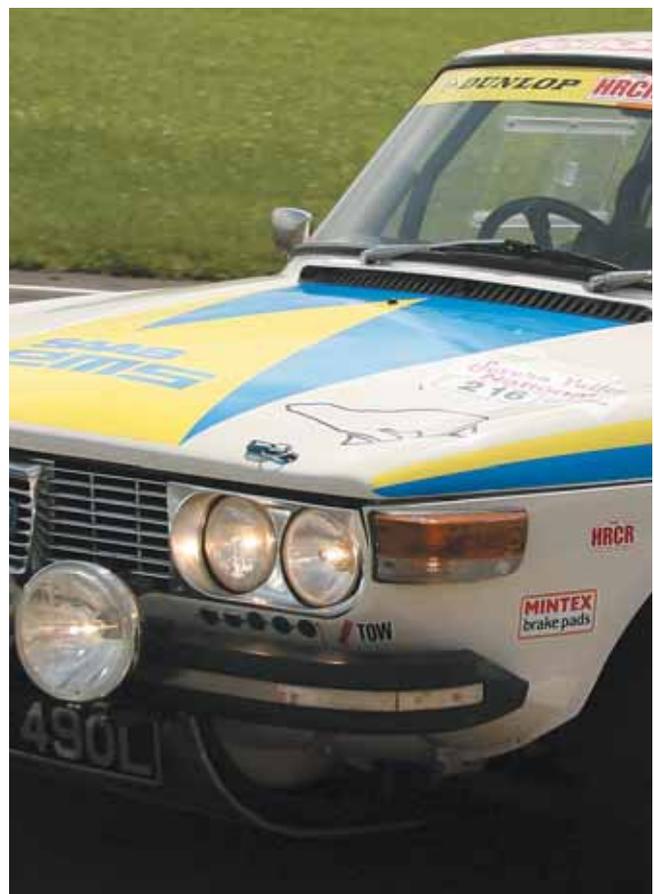
every time. It is the first time since I started rallying that I think I've put in a professional performance, which is cheering. That said, my driving technique is still horrible and just plain wrong a lot of the time: my braking points were all over the place; my hand positions and steering were excessive; and I am relentlessly late putting on power into and through corners.

There is much to improve on in the car too. The engine has a dead patch at 3000 revs which we hope to design out over the winter. This will make the choice of gear more flexible in various situations. The brakes need to be more reliable with better feel. At the moment not having enough faith in them means backing off on the approach to corners rather than working a comfortable brake point down toward the corners. The brakes alone could win us ten to twenty seconds a stage, the throttle dead patch could win us maybe another four. I know it's a 'what if', but knock out the time lost in the ditch, make the improvements to the go and the stop of the car and we would have finished up to ten positions higher, which is a lot, and getting towards competitive with the fast cars in Class C3.

The Omloop van Vlaanderen is now a must-do event in the calendar and I can't wait for next year's. Thanks as ever to Steve at Malbrad, John Sparks, Caroline and Jonathan Lodge - we packed so much laughter and event into four days' rallying.

(If you enjoyed the Polar Bear in the ditch clip, there is footage of the car testing at Oulton Park in August if you search You Tube for 'Saab 99 EMS Rally Car'.)

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## 9000

### 9000 CSE 2.3 LPT Auto

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## 9-3

### 9-3 Vigen - 1999

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## 9-5



### 9-5 2.3 'Hot' Aero

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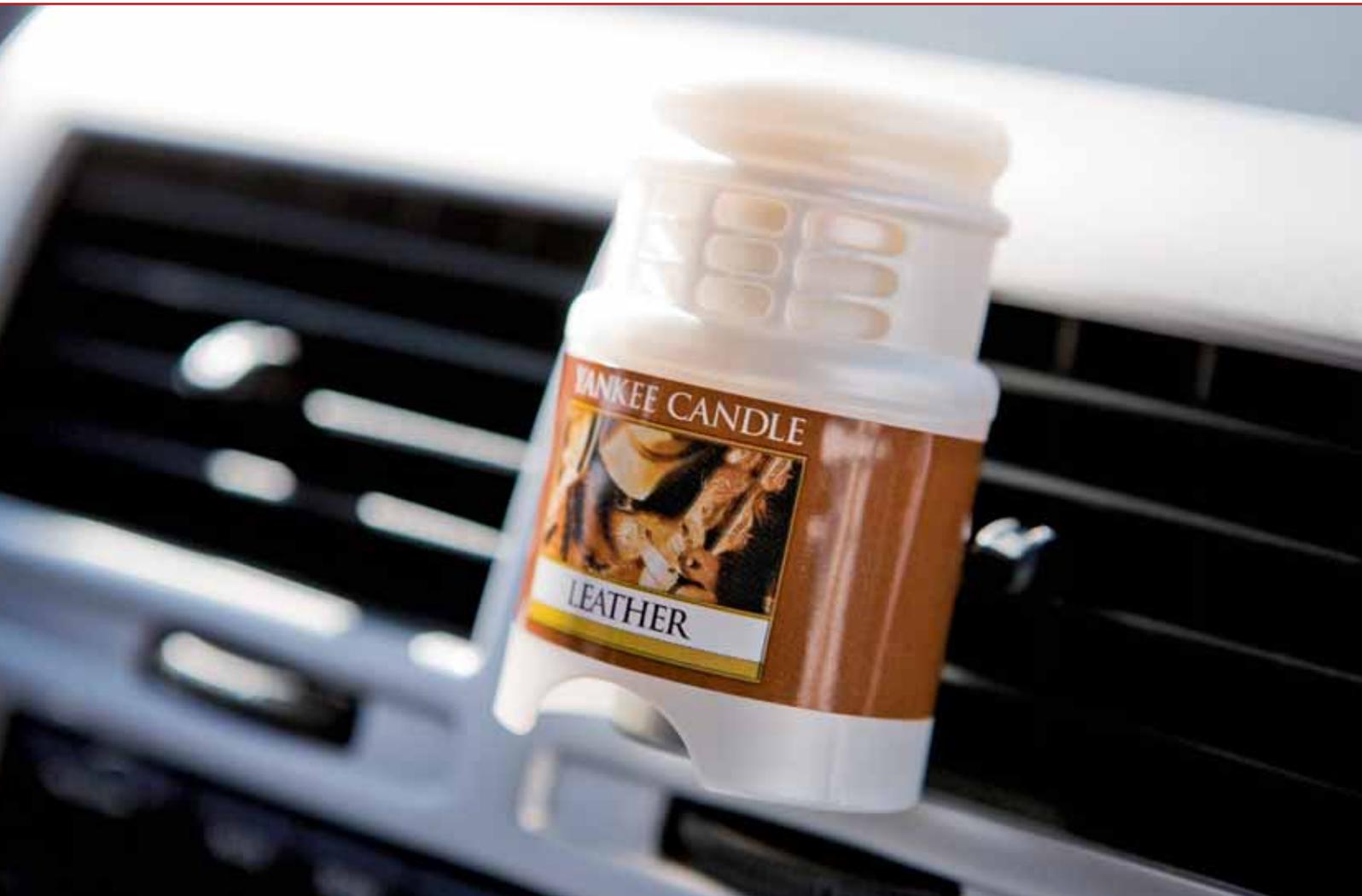
**Please make cheques payable to:  
The Saab Owners Club of  
Great Britain Ltd**

Please send cheque (to SOC) and form to:

DAVE GARNETT,  
GORSEY FIELD HOUSE,  
BIRTLE,  
BURY, BL9 6UD

**DEADLINE – JAN/FEB 2008  
29 NOVEMBER 2008**

# PRODUCT OFFER



Yankee Candle® is delighted to offer 10 Saab readers the opportunity to win a new Pump & Go™ Car Fragrance.

The new Pump & Go™ for the car comes with adjustable intensity and an odour eliminating agent. Simply clip the Pump & Go™ to the car dash vent and pump gently to release your favourite true-to-life Yankee® scent. You control how much fragrance you want – the more you pump, the more scent is released.

For more information on the ranges available from Yankee Candle® visit [www.yankeecandle.co.uk](http://www.yankeecandle.co.uk)

We have ten Pump & Go Car Fragrances to give away to ten lucky readers.

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

**What true-to-life Yankee scent is featured in this product offer?**

**A:**

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

Address \_\_\_\_\_

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

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

Fax no: 0113 255 6887 e-mail: [annes@mypec.co.uk](mailto:annes@mypec.co.uk)

Entries close 1st December 2008. The winner will be the first correct entry drawn at random.

# Reading Saab

SAAB OWNERS CLUB DAY



- **Free winter check** for all Saab Owners Club members on Saturday 15 November from 8.30am - 3.30pm.
- All members visiting on the day will also receive a **free Saab baseball cap**.

**Please call Reading Saab on 0118 950 9000**  
to book your personal winter check appointment.

- Discount for Saab owners club members on all parts and accessories.
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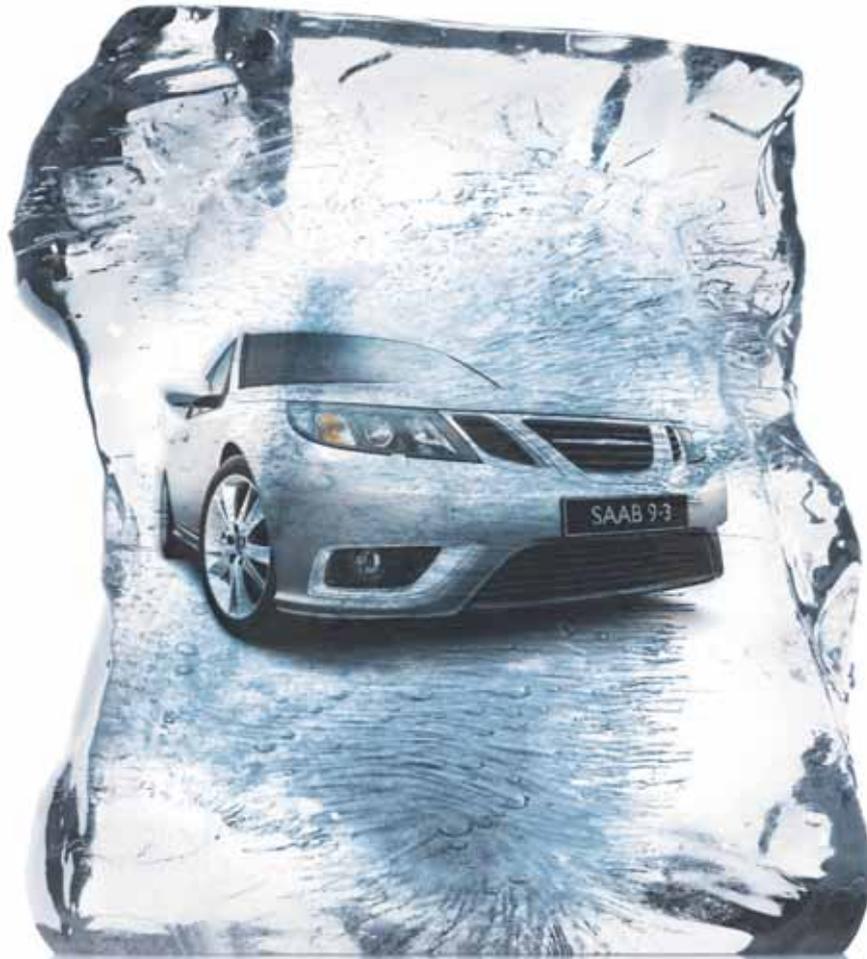
**Please call Neil Lewis on 0118 925 1425**  
for information on parts and accessories.



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For further information contact your local  
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