

# SAAB DRIVER

SEPT/OCT 2007 • ISSUE 5/2007 • £5.00

The Magazine of the Saab Owners Club of Great Britain Limited



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# How effective is your Saab's pollen filter?



Compare a Saab Genuine Carbon Pollen Filter with one from another "aftermarket" brand and you'll find that there's a bucket full of differences. Whereas some pollen filters are a paper-based product, arguably similar in appearance to household kitchen roll, Saab Genuine Carbon Pollen Filters combine electrostatic fabric with a filter fabric, covered by active carbon pellets. This combination is a highly effective barrier to pollen, dust, fungus and also hazardous substances such as hydrocarbons, nitrogen oxides and ozone – effectively trapping 95% of particles down to 2 thousandths of a millimetre in size. What this all means is that the air inside the car is 20 times cleaner than the air outside.

Another genuine reason to always fit Saab Genuine Parts.

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

Genuine Parts



move your mind™



8



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This issue's cover features Don Heath's Saab 96, taken at the National – winner of the Mick Sollars Award.

Please state your Membership number in all correspondence

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

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## AGM Meeting

Saturday 13th October 07 - 12 noon

Bond Street Select, Anstey, Leicester

Please see page 6 for venue directions.

# GENUINE PARTS CLEARANCE

Mail order available throughout the UK

**SPECIAL OFFER**  
Saab 9-3 98-03  
petrol A/c compressors  
**£350 (RRP £522.86)**

## NEWCASTLE

- Grey Mat Set 900cv **£39.95**
- Alarm Kit 9-3 **£339.95**
- Park Assist 9-5 Est **£139.99**
- Pioneer CDX P630s Autochanger **£69.99**

## GLASGOW

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

## EDINBURGH

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

## PERTH

### Saab 900 Classic

Part No	Description	RRP	Sale Price	Model	
40420440	Speaker Kit Car	£37.32	£40.00	My 90-93	G
8961	Reverse Parking Aid	£90.00	£70.00	All	G
492545	Front Window Moulding	£42.34	£5.00	My 86-89	G
922953	Decor Strip Lower Window	£24.88	£5.00	86-93 3dr-2dr-5	E
922962	Rh Front Wing Mid	£ 30.12	£ 5.00	89-93	E
752663	Fuel Pump	£170.00	£35.57	86 - 89	N
758507	8 Valve Head Gasket	£24.57	£14.95	86 - 93	N
885740	Thermo Monitor 8201	£53.49	£29.95	86 - 93	N
931462	Valve J (gr System)	£54.59	£19.99	8201 86 - 93	N
891920	Rear Brake Pad Kit	£11.58	£5.00	1986 - 1987	P
891924	Front Brake Pad Kit	£18.81	£10.00	1986 - 1987	P
895341	Rear Caliper Bleed Nipple	£8.51	£2.50	1986 - 1993	P

### Saab 900

Part No	Description	RRP	Sale Price	Model	
10408027	Sill Trim	£33.77	£20.00	3 Door	G
439540	Alt Belt	£35.89	£30.00	V6 Model	G
446101	Fog Lamp	£93.70	£40.00	All Models	G
878536	Clutch	£203.65	£120.00	94-97 Model	G
452796	Access Pip	£119.18	£60.00	94-97 Model	G
424056	Sill Cover L/H/L	£36.54	£30.00	All 5dr Models	G
424825	Sill Cover L/H/R	£33.76	£30.00	All 3dr & Cr	E
424830	Sill Cover L/R	£21.43	£5.00	All 3dr & Cr	E
446272	Rear Brake Pads	£23.87	£8.50	94-96	E
489191	Seat Belt L/R	£ 179.73	£ 35.00	My 86 (5 Door)	E
488539	Axle	£ 31.96	£ 15.00	94-98	E
470267	Loudspeaker R/C	£75.88	£5.00	94 - 98	N
424867	Grille Assy	£96.30	£9.50	94 - 98	N
457422	Seat Height Control	£189.41	£9.99	94 - 98	N
488593	L/R Fr Door Lock	£71.83	£4.99	96	N
5000146	Rh Fr Inner Door Pnl. Bag	£240.25	£79.99	96 5dr	N
800025670	Pioneer Autochanger	£269.95	£75.00		N
4646477	Front Shock Absorber £150.48	£47.95	£4 - 98	P	
423488	L/R Front Seatbelt	£35.54	£75.00	94 - 98 3 Dr	P
427203	Control-Blow Sensor	£324.44	£65.00	94 - 98	P
458897	Alarm Control Unit	£38.70	£35.00	96 - 98 (With V6)	P
488186	L/R Mirror Cover	£23.74	£4.50	94 - 98	P
582485	N/A Spark Plug	£35.05	£3.50	V6 Petrol (8p/16)	P
4508081	Mirror Adjuster Motor	£35.61	£55.00	94 - 98	P
4248753	Front Bumper Chrome Moulding	£37.09	£35.50	94 - 98	P
4444027	Exhaust Front Pipe	£147.59	£52.68	94 - 96 5204 & 5208 Engine Code	P
511761	L/R Front Door Aperture Seal	£90.75	£47.50	94 - 98 3dr	P
481884	Rh Mirror Glass	£36.81	£40.00	94 - 98 With Wide Angle	P
492026	Rh Mirror Frame	£32.34	£4.76	94 - 98	P
10446201	Fog Lamp	£35.00	£19.94 - 98	1994 - 98	G
448976	Rh Headlamp	£50.00	£4.98	94-98	E

### Saab 9000

Part No	Description	RRP	Sale Price	Model	
919729	Exhaust Front Pipe	£143.89	£36.89	87 - 89	P
952512	L/R Headlamp Glass	£75.52	£20.22	88 - 94	P
490479	Clutch Slave Cylinder	£108.89	£65.75	90 - 93	P
8994202	Front Lower Arm Ball Joint Kit	£24.09	£9.50	85 - 98	P
912928	Coolant Pump	£79.23	£33.87	90 - 93 8234 Engine Water Pump	P
- Turbo					
479087	Power Steering Hose	£80.52	£52.00	90 - 98 Reservoir - Steering Box	P
427203	Crankshaft Position Sensor	£121.44	£65.00	94 - 98	P
896203	Rh Rear Anti Roll Bar Link	£87.76	£48.50	85 - 93	P
9084201	Engine Underlay	£59.29	£21.58	90 - 98	P
10 9505157	Headlamp Lens	£20.00	My 86-89	G	
109505165	Headlamp Lens	£20.00	My 86-89	G	
10 9122076	Tail Lamp	£25.00	My 88 -94	G	
10493792	Windscreen	£60.00	All	G	
104620192	Water Pump	£20.00	My 91 - 93 2.0	G	
109121381	Rather Lamp	£20.00	My 86 - 89	G	
10 4162911	Dowpex	£30.00	My 93 2.0 1.9	G	
938688	Rear Wiper Motor	£60.00	9000s 94-98	E	
546818	Rear Silencer	£30.00	9000 1.9 Models	E	
424440	Rh Indicator	£25.00	Cs 93-94	E	
1029624	Front Wheel Arch Mid Rh	£23.00	94-98	E	
E4344040	Indicator Lamp Rh	£79.40	Cs Models	E	
402578	Rt. Exh Pipe	£150.73	£70.00	8202, 90 - 92	N

4142911	Rt. Exh Pipe	£140.89	£70.00	2.0 91	N
479087	Hose/Reservoir To Rack)	£74.99	£9.99	94 - 98	N
4495420	Rh Elec Seat Switch	£172.38	£9.99	94 - 98	N
8828154	Tronic Unit	£754.40	£25.50	8234 85-93	N
9289254	Rh/Rt Chassis Leg	£128.54	£7.50	86-98	N
4580111	Eng Mtg V6	£112.24	£9.95	94 - 98	N
4142917	Rt. Exh Pipe	£140.89	£70.00	8234 90 - 91	N
4094867	Hilamp Motor L/R	£152.25	£2.88	94 - 98	N
5982621	Radiator 8202	£262.25	£4.99	90 - 93	N
8992129	Front Exhaust Pipe	£122.46	£45.00	9000 87-89	N
9525112	No Headlamp Glass	£65.80	£25.00	1988 - 1994	P
8979996	Idle Air Control Valve	£248.16	£150.00	8234 90 - 91	P
8989123	F Brake Pad Retaining Spring	£12.50	£5.00	1985 - 1998	P
4072395	Cabin Air Filter	£42.25	£14.50	1992 - 1998	P
4904887	Clutch Slave Cylinder	£125.40	£52.50	1994 - 1998	P
4904579	Clutch Slave Cylinder	£125.40	£52.50	1991 - 1993	P
4564291	Air Can V Belt	£21.05	£17.50	1985 - 1993	P
8730784	Gear Selector Rod Seal	£18.43	£5.00	1990 - 1993	P
8963111	Rear Ach Susp Link Rh	£87.64	£49.50	1985 - 1991	P
8994563	Steering Drag Link End	£19.45	£10.00	1985 - 1998	P
8994212	Front Ball Joint	£23.15	£12.00	1985 - 1998	P
895441	Brake Caliper Bleed Nipple	£8.03	£2.50	1988 - 1993	P

### Saab 9-3

Part No	Description	RRP	Sale Price	Model	
5309213	Heater Knob Shalt Kit	£22.03	£8.91	96 - 03	P
4853235	5th Row Latch Motor Lock	£194.00	£102.95	96 - 03 Conv	P
4829880	Rh Front Door Handle	£114.47	£39.08	96 - 03	P
4804660	Rear Axle	£115.41	£42.50	96 - 03	P
4925390	Clutch Master Cylinder Hose	£67.97	£35.80	96 - 03 (Printed Ready To Paint)	P
4956881	Front Bumper	£678.00	£200.00	96 - 03 (Printed Ready To Paint)	P
5167995	Inlet Manifold Pressure Sensor	£62.62	£32.50	96 - 03 1.3 Diesel	P
3245555	Positive Battery Cable	£76.90	£48.50	96 - 03	P
5951271	Engine Oil Pump	£223.10	£102.50	96 - 03 8205 & 2.5 & 2.3 & 2.3T	P
5967896	N/A Spark Plug - 8p/16v	£15.05	£4.45	96 - 03 8234 Engine	P
40031074	16" 5 Spoke Alloy Wheel	£219.22	£101.59	96 - 03 (Alu 3T) Anniversary	P
Edison					
7534442	N/A Spark Plug - 8p/16v	£3.18	£0.95	96 - 03 Acyl Petrol Engine	P
8199957	Cyl Head Valve Tappetguide	£45.41	£35.00	96 - 03 Acyl Petrol Engine	P
Awk 1	15" Alloy Wheel Kit With Tyres	£800.00	£400.00	All	G
Awk 2	17" Alloy Wheel Kit With Tyres	£1,200.00	£650.00	All	G
40 12787995	17" Multi Spoke Alloy Wheel	£356.66	£125.00	All	G
40 12787995	17" Alloy Wheel Kit With Tyres	£1,200.00	£650.00	All	G
10 1280267	Free Brake Pad Kit	£188.72	£65.00	Aero Model	G
10 4559191	Nel Door Skin	£214.24	£100.00	3 Dr - 2002	G
4773786	Clutch Kit	£192.70	£50.00	2.2 Td 96-03	E

### Saab 9-5

Part No	Description	RRP	Sale Price	Model	
40 40004081	rubber boot met telephone post	£64.95	£50.00	4 door saloon	G
4040004423	6 disc of changer	£34.94	£27.95	my 98 - 07	G
4040012640	6 disc of changer	£282.94	£275.00	my 96 - 05	G
40 40002849	alloy wheel (alu 41)	£190.00	£150.00	all	G
40 40003293	17" 5 spoke alloy wheel	£296.95	£175.00	all	G
40 40003385	alloy wheel (alu 51)	£268.95	£165.00	all	G
10 12806122	info display	£214.14	£145.00	my 2001	G
40 32005574	park assist kit	£279.96	£200.00	estate my 2005	G
30525468	car door	£448.34	£250.00	4 door model	G
4080000798	r/r boot spoiler	£365.00	£170.00	4dr - 2004	G
10478744	o/r headlamp lens	£60.77	£35.00	my 96 - 02	G
400030520	Cruise Control	£128.02	£72.86	9-5 98-07	E
40004381	Book met	£66.95	£29.95	9-5 v1	E
40004107	Rear spoiler	£288.95	£100.00	9-5 98-05	E
28000573	Park assist	£279.95	£150.00	9-5 v1 2005	E
538866	Rear window	£549.86	£170.00	95 est.	E
5329891	Front exhaust pipe	£192.00	£40.00	2.2 Td	E
5409446	Rear spoiler	£30.00	£101.09	2002-2003	E

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

**Edinburgh** 21-22 Balcarres Street EH10 5JD **Tel: 0845 612 4633**  
**Glasgow** 100 West Street G5 8AW **Tel: 0845 612 4914**  
**Perth** Edinburgh Road PH2 8BP **Tel: 0845 612 4915**  
**Newcastle** Bellway Ind. Est. NE12 9SW **Tel: 0845 612 4916**

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

Western



# Who's who

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Tel: 01954 232810 Fax: 01954 232106 E-mail: [membership@saabclub.co.uk](mailto:membership@saabclub.co.uk)

## Postal Address

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

Club Insurance Schemes – Tel: 0800 298 4071

## Important

Please quote your Membership number on ALL correspondence

## Contributions

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

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

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

Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements – see details on page 64

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

## Deadline Dates for Contributors

Nov/Dec 2007 ISSUE: 21st September 2007

Jan/Feb 2008 ISSUE: 23rd November 2007

## Display Advertising in the Saab 'Driver'

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

Kay Scott

KJS Advertising Tel: 01943 461679

E-mail: [kjsadvertising@btinternet.com](mailto:kjsadvertising@btinternet.com)

## Club Valuation Scheme

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

Ken Dover

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

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## Disclaimer

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

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

# Steeringwheel



This summer the weather has been a deciding factor for many outside events as to whether they are successful or not and plenty of organisations have had to cancel or postpone their events.

The floods have affected thousands of people and no doubt will include some Members of the Club. I hope that the traumas of the aftermath of the floods will not linger too long and that normality returns soon.

The first SOC Track Day, held at Croft Racing Circuit at the end of May, was well attended and started off with good weather although rain was predicted. During the late afternoon the heavens opened and proceedings ceased but after a short break recommenced even though there was plenty of standing water on the track. One such area was soon found by a particularly quick 900, which aquaplaned into the barriers and sustained considerable damage although driver and passenger emerged unscathed. The joys of motor sport and they all want to do it again next year!

The National 'Oatcake' Rally in July also suffered from the heavy rain forcing many Members not to make the journey to Uttoxeter. Some of those 'stalwart' Members who did make it took many hours to complete their

“ The floods have affected thousands of people and no doubt will include some Members of the Club. I hope that the traumas of the aftermath of the floods will not linger too long and that normality returns soon.

journeys with tales of water coming over their bonnets and many of the roads resembling fast flowing rivers.

The West Midlands and Warwickshire Group who had the task of organising the weekend events coped magnificently with ever changing circumstances. They made everyone welcome and a spirit of camaraderie was felt as all those who attended had suffered in some way due to the weather. Many thanks to Rob Gray and his team for taking on the challenge.

Also attending the National was Geoff Ridley from Christchurch, New Zealand who had just completed an epic journey of approximately 12,000kms in his 1970s 95V4. The journey celebrated the 100th Anniversary of the Peking to Paris Tour and more of this adventure can be found on [www.saabclassics.net](http://www.saabclassics.net) and hopefully a report may feature in future editions of 'Driver'.

Following the appeal for new Registrars I am pleased to announce that we had two volunteers offer their services for the

Two-Stroke and 9000 Registers. They are Martin Clist-Woodward for the Two-Stroke Register and John Crook for the 9000 Register and no doubt they are getting their first reports ready for the next 'Driver'. We wish them the best of luck in their new venture and also thank David Fielden and Dave Garnett for their sterling work over the past thirteen years managing the said Registers.

I hope to meet some of you at the Autumn Gold Rally in September and also at the Club's AGM in October.

*Safe Driving, Peter Turner*

## Directions to the Saab Owners Club Annual General Meeting

Saturday 13th October 2007, 12.00 noon at  
Bond Street Select, Anstey, Leicester

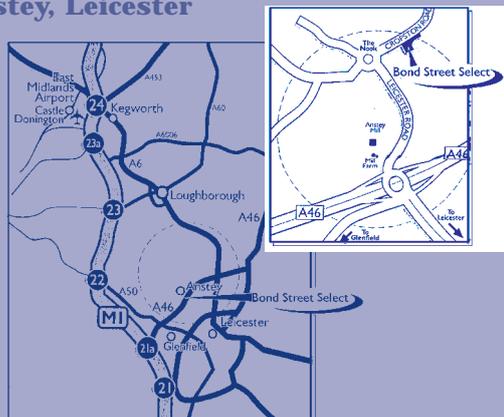
### How to find us

#### from North M1

- J22 A50 to Leicester
- 3rd island left on A46 (new road)
- Follow signs for Anstey

#### From South M1

- J21A onto A46
- 2nd junction – follow signs for Anstey



Bond Street Select, Cropston Road, Anstey, Leicester LE7 7BP  
Tel 0116 236 2172 Fax 0116 234 0203 [www.bondstreetselect.co.uk](http://www.bondstreetselect.co.uk)

## WE NEED YOUR NEWS

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

So let us have your comments, views and photographs.

Our next issue is due out in November 2007, and our editorial deadline is 21 September 2007.

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

Copy should be submitted either by e-mail or on CD or DVD, along with a hard copy for reference where possible.

Photographs should be undamaged and of a good quality and, if supplied digitally, be of a high resolution for print, either 300dpi or taken at the highest resolution setting on your camera.



# TWO STROKE

## SAAB SPECIALISTS



*The original and still the best SAAB specialists in:*  
 CAMBRIDGESHIRE, HERTFORDSHIRE, BEDFORDSHIRE AND ESSEX  
 Parts • Car Sales • Conversions • Workshop • Bodyshop • Recovery



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

### Parts

With the largest selection of pre 2004 Saab Spares in Europe, we can guarantee we have all your new and nearly new requirements. If not already waiting on our storage racks or still on one of the 140 SAABS we are currently dismantling, than we can obtain your requirements from one of our associate companies in Sweden, Germany, Holland, Belgium or France. Orders received before 12pm are usually dispatched for over night delivery the same day.

### We offer quality and great value:

- Servicing and MOTs
- Tech 2 Diagnostics
- 900 cabrio tonneau lift Motors (we can fit a reconditioned, Modified unit for half the price a main dealer can supply a motor for!)
- Car Sales:- All our sales cars are fully serviced to the highest standard and comes with a full MOT and road tax.

### Our Facilities Include:

- 8 fully equipped service bays
- The latest Saab diagnostic tools
- Fleet of 12 courtesy cars
- Full body shop facilities available.

We offer insurance assistance in conjunction with a "SAAB APPROVED BODY SHOP"

- We can collect your vehicle.
- Provide you with a courtesy car
- Repairs carried out immediately

Restoration work also available

Vehicle upgrade:- Spoilers, Bumper repair and colour coding.



## OUR RECENT RESTORATION PROJECTS

BEFORE



AFTER



BEFORE



AFTER



Unit 12 & 14, Wireless Station Park, Chestnut Lane, Bassingbourn, Royston, Herts. SG8 5JH  
 Tel: (01763) 246699 Fax: (01763) 250516  
 www.twostroke.co.uk Email: info@twostroke.co.uk Visit our eBay shop at stores.ebay.co.uk/two-stroke-to-turbo-saab-spares

# Saabnews

## Environmental Pole Position for Saab

Saab continues to enjoy great success with its innovative BioPower model range, being the number one supplier in Europe of flex-fuel cars capable of running on renewable and sustainable fuel source bioethanol E85.

This success in Europe is driven by the immense popularity of Saab BioPower in Saab's home market of Sweden. In 2006, Saab sold some 11,000 BioPower cars in Sweden, whilst 6,800 9-3 and 9-5 BioPower models were delivered to Swedish customers in the first five months of 2007. This sales pace was maintained in June, when the newly-launched Saab 9-3 BioPower range came top of the Swedish environmentally-friendly sales charts, giving Saab an impressive 38 per cent market share in that segment.

"There is huge international interest in what is happening in Sweden regarding the technology and infrastructure for use of bioethanol," says Jan Åke Jonsson, Managing Director of Saab Automobile. "Countries such as Norway, Ireland and France are following Sweden's example by investing in a



bioethanol infrastructure. Everyday we receive requests for more information regarding our environmental efforts."

In the UK, meanwhile, Saab, and a growing number of other companies and associations, continue to call on the UK government to show its commitment to environmentally-friendly motoring by putting more measures in place to encourage both the supply of bioethanol E85 and the sales of flex-fuel cars.

Saab is firmly established as a technology leader in realising the full potential of bioethanol E85 as a fuel. This expertise leverages Saab's unrivalled experience in turbocharging, making it possible to deliver enhanced performance as well as greatly reduced fossil CO<sub>2</sub> emissions, an achievement that no other environmentally-friendly vehicle in the world has thus far been able to match.

Saab will continue its R&D efforts to bring new products and solutions to the market that focus on both high performance and energy saving, as seen, for example, with the Saab BioPower Hybrid Concept premiered at the Stockholm Motor Show last year.

## Saab 'Black



## Turbo' Rebjörn

Saab will go 'back to the future' at this month's Frankfurt International Motor Show by evoking the iconic appeal of its classic 'Black Turbo' models.

The Swedish premium car maker will celebrate 30 years of leadership in turbocharging by unveiling the Saab Turbo X, a limited edition performance car that inherits the visual appeal of the Saab 99 and 900 'Black Turbos' while also introducing cutting-edge technology. This ultimate expression of the new 9-3 range will deliver standard-setting levels of performance for the brand.

It was at Frankfurt in 1977 that Saab surprised the automotive world when it revealed its first turbocharged model. It set a performance trend that others were to follow. Now the innovative features of the new Saab 'Black Turbo' are also expected to attract widespread imitation.

Further details of the Saab Turbo X will be revealed at the Frankfurt Motor Show and we will feature the Turbo X in our next issue.

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## The true meaning of Green

Next time you are approaching a junction with traffic lights, ask yourself what a green light means. If your answer is 'go', you are only half right! – says the IAM

For full marks, you need to remind yourself that a green light at the junction does indeed mean go, but only if it is safe to do so.

Then ask yourself how long has it been green and what colour will it go to next? The longer it has been green, the sooner it will change. And there is only one colour next: amber. And amber doesn't mean 'speed up to get across the lights before they change'. It means stop. And amber only goes to red next.

These days, especially with congestion

the way it is, we see more and more drivers prepared to risk an amber light (we used to call them 'amber gamblers') or even a red light to get across a junction.

That in turn means that we need an extra 'defensive driving' technique to use. Even though the lights are 'with you', always glance both ways as you approach the junction, to satisfy yourself that you can get across in safety.

By taking a moment to look both ways, even when your light is green,

you might be able to spot early somebody who is prepared to risk their safety and yours by ignoring the traffic signals.

Even if the light is green in your favour, keep using your rear mirror as well.

It may be that you have somebody following you too closely. In which case, you spotting the that the green light is about to be amber in good time means that you will be able to slow down early, brake more gently and so reduce the chances of a rear-end shunt.

## Parking Patrols could curb Road Tax and Insurance Dodgers

Britain's growing army of uninsured drivers, now thought to have reached the two million mark, could be reduced enormously by encouraging local authority parking patrols to report tax disc violations, said the IAM.

Responding to the Motor Insurance Bureau report, the IAM Motoring Trust, the policy and campaigning arm of the IAM, said that uninsured drivers are not only a road safety risk, they also penalise the legitimate motorist.

"Uninsured drivers add around £30 to the average motor insurance premium, and encourage a culture in which drivers start to ignore the law. This is particularly true for younger drivers. That cannot be good for road safety," said IAM Chief Executive Christopher Bullock.

"While the IAM Motoring Trust welcomes the crackdown on uninsured drivers, we want to see much greater integration of enforcement agencies to find and drive the uninsured off the roads. The huge increase in on-street presence by local authority parking attendants and community support officers, together with the MOT agency, VOSA, should be mobilised to

find and prosecute drivers of un-taxed and uninsured cars, and any without a valid MOT test certificate," he said.

"Co-ordination and effort through joined-up enforcement among all the agencies could easily reap rewards in establishing a safer culture and at a minimal cost.

"Nobody likes the idea of getting a parking ticket, but if we felt that attendants were reporting the insurance cheats who have out of date tax discs, they would be doing us all a service."

**“** The huge increase in on-street presence by local authority parking attendants and community support officers, together with the MOT agency, VOSA, should be mobilised to find and prosecute drivers of un-taxed and uninsured cars...

# Clubs Celebrate Motoring firsts & lasts at this year's Classic Motor Show



Classic car clubs will be marking motoring milestones at this year's Classic Motor Show, held at Birmingham's NEC from Friday 9 to Sunday 11 November, as the 2007 theme is 'Firsts and Lasts', giving club stand organisers the opportunity to showcase the first cars off the production line to the very last as well as motoring innovations that are still used today. With more clubs allocated space than ever before, the UK's biggest and best classic motoring extravaganza promises to be the must-attend event for anyone with a passion for cars.

Show manager Andy Rouse explains: "The clubs are a vital part of our show as each year they display some amazing vehicles including some that have never been seen in the UK before. There is a healthy rivalry between the various clubs that spurs them all on to outdo each other in finding the most amazing vehicles. With so many cars having anniversaries this year, 'Firsts and Lasts' gives the clubs the opportunity to celebrate and pay tribute to their chosen marque. This show has become the UK's favourite annual celebration of classic motoring, bringing together many thousands of people who share a real passion for cars. They immerse themselves in the various classic cars on display with many coming to buy cars, parts, automobilia or source specialist services. For some visitors and exhibitors, it's a chance to catch up with old friends and make new ones, all in a totally unique atmosphere."

Motoring celebrations include the 75th Anniversary of the Ford V8, the centenary of the Hillman, 35 years of the Lancia Beta, 25 years of the MG Metro, 80 years of Volvos and 25 years since the closure of the Delorean Factory. Clubs celebrating birthdays include the Mk1 Ford Cortina Owners Club (25 years), the Princess and Ambassador Owners Club (ten years), the Triumph Sports Six Club (30 years) and from the classic motorcycle clubs, the BSA Bantam Club (five years).

As part of the celebrations, the Classic Motor Show is offering all Club Members the chance to buy their tickets early and save money. Any Club Member who books tickets for Saturday or Sunday before August will get their tickets for just £8 which is half the on-the-door price.

Spanning five halls and half-a-million square feet, the Classic

Motor Show includes 1,000 rare and retro cars from around the World and every era, over 300 trade stands, a live Restoration Theatre and Dream Rides courtesy of The Sporting Bears Motor Club, which offers visitors ten-mile rides as a passenger in one of more than a hundred 'dream cars' in their collection in exchange for a donation to charity. TV motoring expert Mike Brewer, presenter of shows such as Pulling Power, AutoTrader and Wheeler Dealer, will be joined by other motoring celebrities to bring magazine-style features to life with cars, education and a healthy helping of fun on the energetic live stage throughout the show.

For more information on the UK's largest classic car extravaganza and the latest updates, visit [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)





# A Year in the Life of...

**Who? Secretary, Receptionist, Chauffeur, Caterer, Diplomat, PA, Dogsboddy, General Factotum? My goodness, this job must carry a huge salary! Well, actually, it doesn't, the job title being Chairman's Wife! However, it does carry many bonuses...**

Our year started by attending the Scottish Winter Weekend in March. The first time we had done so and we had heard so many excellent reports of the event over the years that we decided to see for ourselves. The day before we travelled it snowed and we wondered whether things would deteriorate from there on in, but we had the best of both worlds. Snowcapped mountains viewed in glorious sunshine. The weather over the weekend was really hot and summer clothing was the order of the weekend. The hotel was able to provide a car park solely for SOC use and it was quite something to see all the cars together. We haven't yet really decided why it was that every bird in the neighbourhood decided to dive bomb our car but sufficient to say that it was in such a terrible state on the Saturday morning that we paid our first visit to a car wash, a bucket and sponge was deemed inadequate!

Our next excursion was to the April Spring weekend held in Ironbridge. Again, the weather was fabulous. The hotel was very comfortable and the food exceptional. It was good to meet old friends and also Members who were attending their first ever SOC event. It has certainly set a precedent for them. Most of us bought an annual museum ticket but didn't have time to see all the museums so Jean and Bernard Crowhurst were asked to organise a similar event for 2008 but within the 52 weeks expiry of our annual tickets! We do like a bargain! It was unfortunate that my system decided it was time for my two-year cold which hit me on the Saturday evening, but I tried very hard

not to share it with everyone. Again, a very enjoyable weekend.

Early in June we attended the Peaks and Dales event. A first for us and again the weather on the Saturday was perfect for the beautiful and interesting run that had been planned by Mike and Veronica Doughty. On this occasion we found ourselves sharing our caravan site with a llama called Eric, which was interesting! On the Friday night we enjoyed a fish and chip supper in the village of Holmfirth where 'Last of the Summer Wine' is filmed. The Saturday evening saw us all enjoying a hot supper in a hotel and again we met old friends and made new ones.

It seems as if all we have done this year is eat!

Later in June we went to The Croft circuit where Alistair Philpott had managed to secure the day solely for the use of SOC. On this occasion the weather forecast was appalling but fortunately the worst of the weather held off until about 3.00pm. I had never been to an event of this kind before and found it really interesting. Even I had to admire the BHP that some keen owners managed to persuade their cars to attain. Our car remained firmly in the car park, after all we had to use it to get home!

At the time of writing we have just returned from the National at Uttoxeter Race Course. What can I say? The organisers all need medals for managing to run an event at all in such conditions, and not only that but maintaining good humour and enthusiasm throughout.

I so admired the Members who enthusiastically washed their cars ready for the best car competition on Sunday

knowing they had to drive them through extremely wet and thick mud to reach the parking area. However, I think it is the campers who should get the gold medal. They pitched their tents in very wet, extremely cold and windy conditions on muddy ground and they lived in mud the whole weekend. This was after very traumatic and time-consuming journeys. However, the atmosphere of the rally was really good, smiles, laughter and resignation. A good time was had by all I think! We certainly enjoyed it. We should mention the management of Uttoxeter Race Course who were also faced with 'first time' conditions but who did everything they possibly could to ensure the event continued and that our campers had emergency accommodation available should it be needed.

All in all I can look back on the year so far with enjoyment and gratitude to all those Members who work so hard to arrange events for Members and to all those Members who attend the events. I look forward to seeing you at a future event, how about the AGM?

*Janet Turner*



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# Noticeboard



## First Annual Autumn Gold Rally

**Saturday 8 September 2007**

Cheshire, Staffs and North Shropshire Group invite you to celebrate 60 years of Saab motoring with a relaxing, scenic drive through the Peak District's finest countryside and a delicious lunch and afternoon cream tea in a traditional tea room.

With free time in Castleton to enjoy the sights and an optional third leg of the journey to Holmfirth for a fish and chip supper, the itinerary is flexible with pricing package tailored to suit.

For more details and a booking form please call:  
**07815 755 815**  
or e-mail: [damiansaab@yahoo.com](mailto:damiansaab@yahoo.com)

## Sorry...

forgot not everyone has crystal balls!

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

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

**SPRING WEEKEND** The Valley Hotel Ironbridge, Shropshire

**25-26 April 2008**

Dinner/B&B £63pp per night

**27 April 2008**

Dinner/B&B £50pp

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

Jean & Bernard Crowhurst, 17 Broomfield Road, Admaston, Telford, Shropshire, TF5 0AR.  
Telephone: 01952 254004

## Scottish Weekend 2008

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

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Cost remains unchanged at £111 per head, dinner, bed and breakfast for the weekend. Deposits of £10 each, payable to 'The Saab Owners Club of GB Ltd'.

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

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

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

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

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

# Carclinic

## Saab 9000 'up and down seat'

The driver's seat on my 1996 Saab 9000CS appears to have developed a fault on the adjusting mechanism. I have removed the seat and tried to see what the problem is but am having difficulty in identifying how to put the matter right.

When seated in the car the extending lever on the right is used to adjust the seat height to a point some way between lowest and highest. When I get out of the car the seat rises as if it is on a spring and the adjusting handle rotates anticlockwise.

When I get back in the car the seat has to be readjusted to the correct height.

If I set the seat to its lowest position a small amount of movement of the lever makes the seat lop-sided before the weight is transferred evenly and the seat rises level.

Having been set correctly the seat does not move when the car is being driven.

When I removed the seat and examined the mechanism it appeared that the shaft can move in the hole in the frame of the seat when the lever is operated (at the other end the shaft is retained so that it can only rotate rather than rotate and translate). I cannot see any obvious damage (broken welds etc) and I have not seen any broken clips or brackets which have fallen off. All bolts appear to be tight and the spring is in good condition and its retaining clips appear to be in place.

Is it possible to repair? What is needed and is it practical for me to do, or is this a job for a specialist? Perhaps a new seat is the answer.

Steve Cartney

*I am sure you will find the adjuster mechanism has one fixing broken, or one of the bolts has fallen out. It's relatively easy to repair, but the seat needs removing and it is a struggle fighting against the very strong spring.*

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## 900 fuel pump fault

I have a problem with my Saab 900S Aero LPT Auto, August 1992 model. It has covered 108,000 miles and is usually very reliable. The engine will turn over, and there is a spark present. A lack of fuel was then suspected. I have traced the fault so far as being that the fuel pump relay is not being energised by the fuel ECU. I know the relay is good, and by rigging a temporary +12v supply to the 20amp fuse (F30), the fuel pump operates and the engine will start normally.

Either the output transistor in the ECU has failed, thus not energising the relay, or there is something else telling the ECU not to energise the fuel relay. I suspect the former. The fault initially manifested as an occasional fail to start but has now become a permanent fault. I would welcome any comments you could give. I have priced a used spare ECU from Neo Brothers at £70.44 delivered with three months warranty. I have some electronics expertise, and am considering further fault finding/repairs within the ECU. I would replace the output transistor that controls the fuel relay if that proved to be the problem. Do you have any internal circuit diagram information to component level for the 14 CUX fuel injection ECU, part number 7872336, that could help with this?

Keith Vernon

*There are no internal wiring diagrams available for ECU. It is unusual to have an internal fault in the ECU, more probably wiring or an alarm system fault but I guess you have checked that out. ECU can be tested by some specialist companies but it will probably cost more than the s/hand ECU.*

## Pulling in a 9-5!

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

Robin O'Connor

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

*As a matter of interest I am surprised that so far I have never had cause to change a track rod end or ball joint on a 9-5 despite some models having covered 200,000 miles, the only component that appears to wear is the antiroll bar drop link, this causes a rattle over undulations in the road surface.*

---

## Steaming 9-3

I wonder if you could give me some advice please on the air con system on my Saab 9-3 Airflow 1999.

The air con works intermittently, one day it works OK then the next time the windows steam up with a very humid air flow.

I have had the pressure checked and it is OK. When switched on I can see that the clutch engages the compressor, but the gap is a lot more than 1mm, would this cause the clutch to disengage if it has to pull in further. Have you any idea what the resistance of the coil should be or anything else to check?

*David Alton*

*There are a lot of a/c compressor failures on the 9-3, I suggest you check for a live feed to the compressor when it should be running, a lot of compressors have a faulty clutch, ie when it's warmed up they stop working or they don't work at all.*

*If there is no live feed have it checked with tech 2 for fault codes which will save time, don't know resistance of coil but if it's burn out it may be open circuit.*

## Over fuelling on a 900

My car is a 1990 900T 16valve. It is overfuelling badly, resulting in poor fuel consumption and fouling plugs (NGKs). All four plugs foul equally and it's soot not oil.

The car idles very well, never stalls and runs smoothly and can achieve full boost. I don't know whether it can deliver its full power output but there is an awful lot of power there.

I have checked the air side for leaks, blockages and cleaned the manifold inside etc and everything appears OK.

I have checked electrical, all earths and cleaned all contacts and checked resistance of 12v lines, plugs and sockets, relays etc.

I have checked the fuel side including pump, but not pressure in the fuel manifold, although there is definitely pressure there. The fuel injectors were cleaned about a year ago, not because of this problem but because I thought it advisable to do with about 100k on the clock.

I have checked the HT side and that looks good, amongst other things the spark breakdown voltages on each cylinder are almost identical, and stable. Ignition timing has been checked and is OK, vacuum advance is working.

I have checked the fuel management system, it's a Lucas system. In particular the cold start. The sensor resistance is within spec and I observe the length of the fuel injection pulse reduces as the engine warms up, at hot idle it is about 2millisec, so I assume this is OK. The throttle position sensor

has never been altered, but I have reset it with the result that it's back at its original position.

The air mass meter has been checked in that the resistance of the internal sense wire has been measured and varies with the CO adjustment screw. I'm told that it should be about 380ohm to get the correct CO level. I have also looked at the signal voltage to the ECU on the orange wire and it seems to respond to the throttle as would be expected. However, if I measure the CO level with the setting at 380ohm it is about 7%! Adjusting the AMM screw to reduce it does so, but will not get it below about 3%. At this point the signal voltage to the ECU is 1.3 volt (hot idle).

I am a bit stuck for an explanation. I find it difficult to blame sticking injectors as they have recently been cleaned and they would all have to be sticking (I did try some injector cleaner with no effect). And I cannot see how a fuel regulator could fail to give such a problem. Would you think the problem is that I am looking at a 16+ year-old AMM that is 'gracefully' ageing and has consequently gone well out of spec? Most people I have spoken to say they fail suddenly or give poor idling and performance.

A second, hopefully easier question, but I have had so many different answers. How often per engine revolution should the fuel injectors be pulsed?

I would much appreciate your comments. I have had the car from new and it has given extremely reliable service, and I would prefer to buy expensive components with a fair degree of certainty that I am going to solve the problem.

*Rodney Stubbs*

*Check fuel pressure regulator, could be leaking fuel into induction system, if that's OK it's probably a fault with the air mass meter or wiring.*

*Check earth point on front cross member near battery.*

## Display Advertising

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

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

Your Sales Executive is:

**Kay Scott Tel: 01943 461679**





# Clubshop

## Shop News

For the Oatcake Rally the Shop should have provided wellies and umbrellas, SOC decorated in each case of course. However, after the marquee was moved from its site on the grass which was waterlogged, several stalwart Members lifted the whole thing and marched it onto a hardstanding. The weather held up until early afternoon after which the rain started again and it became impossible to continue. For all the problems everybody seemed to enjoy themselves, determined that the 'show would go on' against all odds.

The promised DVDs are now available still at £17.50. I think maybe I have one or two requests for these but am unable to contact those Members as they are ex-directory. Please ring me if you are still interested. There is also a small number of DVDs entitled 'Saab Classic Car Films' Masters of the Wheel parts 1 and 2. This is a 38-minute film priced at £12.50. I think it will be possible to get more of these if required. Also a new film about the 60th Anniversary in Sweden will be ready soon, more about that in the next news.

A new design in ties is now available price £12.00, also particularly nice bow ties which I think when worn will provide an interesting talking point. These are really for our male Members but I wore one at the event all the time to demonstrate how good it was so I think female Members might also like this! A new ladies' scarf is available priced £16.00 and by the time you read this news a rectangular one for the lads will be ready with our blue and white edging and a small SOC logo at each end. The price of these is £15.00. The pictures below show you what they are like (you will have to shoot the Shopkeeper if they're not popular as I am totally responsible for the designs). My Teddy obliged as a model this time! The pictures also show our maroon ties as well as the blue ones and those with the Saabs on are still available.

Finally, thanks again to Robert for being my indispensable navigator, I could easily have ended in Fife or possibly Pontypridd without his guidance.

*Happy Shopping, Molly*



# What's on

## September 2007

### South Yorkshire Saab

Visit to Coventry Museum – date to be confirmed.

### Sunday 2nd

Cheshire, Staffordshire Saab  
Cholmondeley.

### Tuesday 4th

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

### Friday 7th

#### East Anglia Saab

A very special Natter'n'Noggin. Now here's an offer you really can't refuse! As part of their launch of the new 9-3 range, Haydon Wilding of Cecil & Larter, Wentworth House, Mildenhall Road, Bury St Edmunds, IP32 6EN, has offered to keep the showroom open for an extra hour for SOC Members. We can have our monthly get-together both at the showroom between 4.00-7.00pm and then go down to the Priory Hotel for a meal. NB - this will replace our monthly meeting at The Chequers for September. For those who can't make the date, the showroom will also be open on Saturday 8th from 8.30-5.00pm and on Sunday 9th from 10.00-4.00pm.

### Saturday 8th

#### Cumbria Saab

Slate Mine at Honister.  
[www.honister-slatemine.co.uk/Pages/home.htm](http://www.honister-slatemine.co.uk/Pages/home.htm)

### Saturday 8th

#### Cheshire, Staffordshire Saab

First Annual Autumn Gold Rally  
For more details and a booking form please call 07815 755 815  
or E-mail: [damiansaab@yahoo.com](mailto:damiansaab@yahoo.com)

### Sunday 9th

#### Ebor Saab

Treasure Hunt. As last year, Stuart has kindly volunteered to arrange this event. Meet at The Falcon, Tadcaster, at 11:30am or so, in readiness for a 12:00 start. Everything else is a secret until the actual day.

### Monday 10th

#### Lancashire Saab

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

### Wednesday 12th

#### East Anglia Saab

Ride & Drive Day Newmarket.  
Haydon has also very generously offered SOC Members 10 places on the above day which will include a tour of the National Racecourse Museum and some stables in Newmarket.

### Saturday 15th

#### The Whitby 'Heather Hop'.

Contact Alistair Philpott.  
Tel: 01653 697561  
or E-mail: [v4reg@saabclub.co.uk](mailto:v4reg@saabclub.co.uk)  
(See page 43 for more details.)

### Saturday 15th

#### Ebor Saab

Run to Whitby. You will recall from 'Driver' that we are intending to hold a 'parallel' run to the V4 one organised by Alistair Philpott. It may now be, however, that (depending on numbers) both Groups will join forces. I will liaise with Alistair about this a little nearer the time.

### Saturday 22nd

#### East Anglia Saab

Essex Skid Pan. This is booked from 9-12.00 and, if sufficient interest, from 13.00-16.00pm. Cost is £60 per person. All those interested in taking part should contact John Crook as soon as possible on E-mail: [johnthecrook@btinternet.com](mailto:johnthecrook@btinternet.com)

### Tuesday, 25th

#### North West Saab

Evening drive and meal (optional) at Country Inn, contact Richard Elliott  
Tel: 01457 867878 for details.

### Sunday 30th

#### Durham Saab

Krimo's for lunch. (Hartlepool Marina and art gallery).

### Sunday 30th

#### Ebor Saab

York (Knavesmire) Historic Vehicles Group Rally. Entry forms for this event were distributed some time ago. If you

need another, please let me know, and I will either give you one at any of the above events (except Ripon) or send you one in the post.

## October 2007

### Tuesday 2nd

#### West Midlands and Warwickshire Saab

Club Night at the Stonebridge Pub at junction of A45/A452 just one mile from Birmingham Airport. Meeting starts at 7.30pm.  
Contact [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk) for more details.

### Thursday 4th

#### East Anglia Saab

**Natter'n'Noggin'**  
The Chequers Inn, Low Road, Bressingham, DISS, Norfolk, IP22 2AG.  
Meeting at 7.30pm -  
food available from 6.30pm.

### Monday 8th

#### Lancashire Saab

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

### Wednesday 10th

#### Cumbria Saab

AGM, 8.00pm at Derwent Lodge Hotel.

### Saturday 20th

#### South Yorkshire Saab

An Evening at Fred & Edna's.

### Tuesday 23rd

#### North West Saab

Visit to the MAGISTRATES COURT Ashton-under-Lyne for a tour and look behind the scenes, drink afterwards at The Witchwood, at the court 7.30pm.

### Sunday 28th

#### Durham Saab

Planning meeting and AGM.

## November 2007

### Saturday 3rd-4th

#### Great Western Saab

Bristol Autojumble and Restoration Show.

### Monday 5th

#### Cumbria Saab

Firework Display and Pub Supper, 7.00pm at Cockermouth Main Street.

### Tuesday 6th

#### West Midlands & Warwickshire Saab

Club Night at the Stonebridge Pub at junction of A45/A452 just one mile from Birmingham Airport. Meeting starts at 7.30pm. Contact [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk) for more details.

### Friday 9th-11th

#### Great Western Saab

NEC Classic Car Show. See page 11.

### Monday 12th

#### Lancashire Saab

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

### Wednesday 28th

#### South Yorkshire Saab

Natter'n'Noggin'

## December 2007

### Tuesday 4th

#### West Midlands & Warwickshire Saab

Club Night at the Stonebridge Pub at junction of A45/A452 just one mile from Birmingham Airport. Meeting starts at 7.30pm. Contact [contact@wmwsoc.co.uk](mailto:contact@wmwsoc.co.uk) for more details.

### Friday 7th

#### Cumbria Saab

Christmas Dinner  
7.30pm for 8.00pm at  
Borrowdale Hotel.

### Monday 10th

#### Lancashire Saab

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

### Wednesday 12th

#### South Yorkshire Saab

Christmas Buffet.

### Durham Saab

Christmas Meal.  
Venue and date TBC.

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

## January 2008

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

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

## February 2008

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

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

## March 2008

**Friday 28th-30th**  
Scottish Weekend  
Hetland Hall Hotel, Carrutherstown.  
Tel: 01236 752089. E-mail:  
elizabethmills@tiscali.co.uk  
(See page 15 for more details.)

## April 2008

**Friday 25th-27th**  
Spring Weekend  
The Valley Hotel, Ironbridge,  
Shropshire. Contact Jean & Bernard  
Crowhurst. Tel: 01952 254004.  
(See page 15 for more details.)

## July 2008

**Date TBC**  
**The National 2008**  
Castle Combe Racing Circuit,  
Wiltshire. (See page 33).

## August 2008

**Tuesday 5th – 7th**  
Guided tour around western Latvia  
or Guided tour around eastern Latvia.  
(see below)

**Friday 8th – 10th**  
International Club Meeting based at  
Mezrozes Camping, Cesis, Latvia  
www.intsaab2008.lv also  
www.niceplace.lv

### Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for dates for What's On ONLY in the November/December 2007 issue is 28 September 2007.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

**Group contacts are listed on page 25**

# Postbag

## Parting is such Sweet Sorrow!

I am sorry to say that I am leaving the Club as I am no longer a Saab owner. I recently sold my Saab 9000 as I have been given a company car which is sadly a Volkswagen!

I have really enjoyed both being a Saab Owner and Member of the Club. My 9000 was my fourth Saab and it was a truly brilliant car. I bought it from a leasing company at 72,000 miles, it having been a friend's company car. I sold it after taking it to 157,000 miles and in that time, with regular servicing from Ian Carlisle Brown, it had a new clutch, exhaust plus tyres etc, but nothing major. It only let me down once and that was because I ran out of petrol. The red paintwork had faded a bit but she was still a comfortable, quick and quiet executive express.

Both my brothers-in-law are now confirmed Saab nuts with 9-5s and 9-3s. I do miss the marque and will, at some stage return. I can see that it might be a 9-3 Sportswagon with a Turbo Diesel as the Passat is giving me 45+ compared to the 9000s pretty good (for a 2000cc motor) 33 mpg.

So, happy Saabing and thanks for 15 years' entertainment and information. I may be back!

*Paul Greene*

## Kiwis Continue

The Kiwis, who are driving from China to Paris via Russia, the Baltic States and Northern Europe, made it to Britain OK and attended the National Oakcake Rally in which the only problem they encountered was a broken front shock absorber.

The people at the rally were very interested in the car especially the modifications such as the loops welded to the bumpers of the car which enabled them to tie their tent down in the high winds of the Mongolian Desert.

*Ian Studley*

We hope to bring you a full report on the Kiwis epic journey in a future issue – Ed.

## We Need Your letters!

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

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

The Editor, Dave Garnett, Gorseley Field House, Birtle, Bury BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)

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Hello and welcome to another edition of Saab 'Driver',

I must start off by saying a big THANK YOU!, to all the brave souls who ventured to Uttoxeter for the 2007 National, the weather was absolutely terrible on the Friday and Saturday, but that was not enough to dampen (bad choice of words) the enjoyment of the weekend.

Thanks also to the West Midlands Group for a very good first attempt at organising such an event, I am reliably told it is not as easy as it looks!

It was great to put faces to names, and

thanks also to all who have put pen to paper and relayed thanks on to the Club... namely Keith and Sue Long, Mike and Norma Thompson, the guys and girls from the Lancashire Group and the EMS Group certainly had a good time.

The Friday night quiz was lost impressively by 'Team Saab' (Peter and Janet Turner), and won hands down by Ian Studley... well done!

After a very full attendance on Saturday, the latter part of the evening was a good evening meal and entertainment by the band, Red Hot and Blue, which was enjoyed by all.

Finally, the weekend was ended by the 'Best Car Competition' and all the cars that won deserved to do so, though all the cars on display were worthy of a prize. Thanks to Chris Knott for sponsorship of the trophies, very nice they were too.

PS. I have had some requests for those fantastic 60th table coasters that were part of the welcome pack, there is a limited supply in the Club Shop so get your order in to Molly as soon as possible.

Thanks again for attending.

*Ellie Wilson*

## Full steam ahead

The Lancashire Saab Owners recently had an outing to a little-know-steam fair held in Chipping near Preston, Lancashire.

We had advertised the trip locally among the Lancashire Saab Owners Group and decided to place a post on UKSaabs.co.uk, the Forum Group associated with the Saab Owners Club. The list of possible attendees grew and grew from our usual gatherings to some very welcome guests from over the Pennines border.

Most of us met up at a Travel Inn at junction 31a on the M6. When we were sure we were all present and correct we drove the seven miles or so through Longridge to Chipping, I'm sure we must have caused a bit of a tail back as we were travelling in convoy quite slowly.

When we arrived in Chipping we were greeted by Graham and Jo who had planned a small welcome with a promise of bacon butties and a drink, instead they had bacon, sausages, doughnuts, biscuits, tea and coffee and a variety of juices for the kids. What hosts Graham and Jo turned out to be and it must be said Graham looked lovely in his apron!

After a lovely welcoming breakfast we travelled into the village to the fair. 'Are you part of the Saab Owners Group?' was the welcome from the organisers who had arranged a parking space for us all to keep together.

Mobile phones were a no go at the fair as it is held in a small valley so no signal for most of us. So with that we all dispersed meeting up later with reports of different goings on at the fair. To be honest it had been a few years since I had been to the steam fair and I wasn't too sure what to expect but we all found it very well laid out with plenty for us all to do.

In the evening it was decided to go back into the village to get something to eat and have a well earned drink. We had been told that in the evening the steam vehicles drove down

into the village to be welcomed by what had become a traditional greeting by the landlord bearing sandwiches and a beer or two.

It was a sight to behold watching the tractors rolling through the narrow village streets with plumes of steam, burning coal and the thunder of the metal wheels as they re-flattened the tarmac roads... it was amazing.

The steam fair usually starts on the Friday evening and finishes on the Sunday evening so we have decided next year to make the effort and camp over the weekend. This will offer us the chance put up a Lancashire Saab Owner's marquee and to show off some of our shiny cars.

Watch this space for next year's meeting.

*Steve and Neal LSOC*



# Around the UK



## Lazy Sunday IV



Well, on paper it worked well!

The plan was to have lunch deep in the Cotswolds, at a pub next to a babbling brook with its own ponds and outside seating, enjoying the fine English weather basking in the warmth of a good Sunday lunch and local ale. Then a 10-minute drive to the picturesque village of Bourton-on-the-Water, for a leisurely stroll around the fascinating car museum followed by an equally leisurely stroll through the village, enjoying the late afternoon air, working up an appetite for afternoon tea and cakes.

See, on paper, it worked.

The actual day did have all the elements mentioned above but not too much of the sunkist strolling. In fact it rained the entire day, setting yet another new record for rainfall in May. This

however, did not seem to dampen the general bonhomie and we had a very good turnout, filling the entire restaurant. After an enjoyable lunch we moved on to Bourton, having arranged parking at The British Legion car park, rather than the general public car park. The idea of somewhere warm and dry (the three previous Lazy Sundays were all wet) came into its own with discounted entry to the Cotswold Car Museum, a treasure trove of cars and memorabilia highly recommended, well worth a visit.

To all who braved the weather many, many thanks and hope to see you all again with wellies and umbrellas, for Lazy Sunday V, next May.

*David Dallimore*

# Picnic at the Pumps

Located on the edge of Blagdon Lakes, this Victorian Pumping station is set in picturesque grounds with pleasant walks, a museum, working pumps and, best of all, it is all free. So it ticked all the right GWS boxes for a leisurely afternoon picnicking.

But, yes you guessed it, the weather had other ideas. So expecting maybe three cars to turn up I pulled in to find a row of shiny Saabs greeting me. Owners had travelled from as far as Southampton, Torquay and Yeovil to be there, so a big thank you to all our new GWSers for making the trip, much appreciated.

So were Saab owners going to let a bit of rain stop us? No indeed. We did have our picnic and a nice relaxing social afternoon chatting and strolling around the grounds. Same again next year?

*Dave Dallimore*



## AroundtheUK

### Contacts

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

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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)



# Around the World



## KON-NICHI-WA... YES!! even more from Japan!

Last issue Kazumoto Yabe, from Tokyo, told us about details of an oriental treasure hunt. His story continues...

To make a long story short there are many reasons for selecting a Saab car, that is as every man has his own taste to select for every product as you know. So, I want to say about for covering a wide range of fulfil the conditions, but I am sorry I cannot go with particulars at the moment.

This is just like same as a story for having a young lady as a wife for you, car selecting is also just same as this problem I think you know. Everyone should have some strong points, I mean it is so much better than 100% completed ball. That is to say we could be driving a car through the above little irregularities, you understand me? A few irregularities does not make any problem, as we have not seen any complete goods in the world until today. I think you will agree with me, don't you?

I always believe that we should be study about an aircraft at the first. Because it is much easier to understand about a motor car. How do you think about it? The basic thinking for planning a car is just about the same as an aircraft. It is looking very much like each other, I believe.

The only difference is one side is in the air the other one is just only on the ground, but basically neither of them are desirable to make for lightweight and strong, as small as possible for external dimensions.

### For an afterword

I have been giving a long talk about characteristics of the latest models of the old type Saab cars in my experience, but I shall be very happy if it is of any service to all of you.

If any Saab friend could be give you impressions to my news for one. I am as happy as can be thank you. My home address is as follows.

Kazumoto Yabe

Kanai 2-3-6, Machida, Tokyo, 195-0072, JAPAN.

### Myself

*Name in full: Kazumoto Yabe*

*Born and bred in Yokohama, now in Tokyo.*

*Very interested to an aircraft and can build aero tech way. Very fond of later models of the Spitfire such as FMk 14, Seafire and the Sea fury models. I was working for a tech work in the British Airways and the all Nippon Airways, and now coaching flight procedure to Varsity students. Operating Saab 900 Aero working very good for me.*

*Kazumoto Yabe*

*Representative – Saab Society of Japan*



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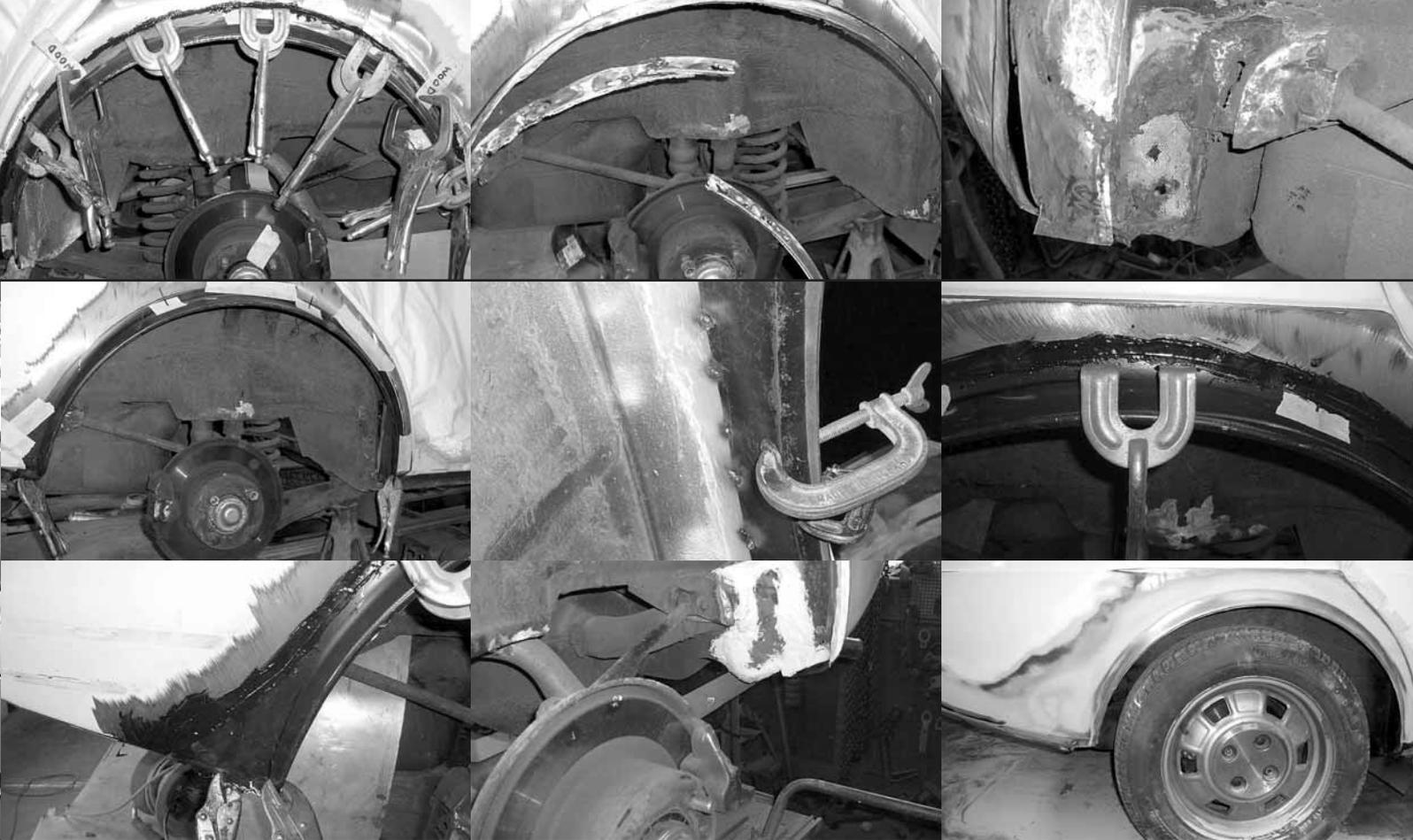
# Damian lives!

I first encountered the 99 on a back street garage forecourt some seven years ago. A little grimy perhaps, particularly around the wheel trims, but nothing could 'alloy' the allure of those Viking good looks. My fate was well and truly sealed as I met his crystalline gaze; Saab fever was coursing through my veins. The deal was struck without pausing for a test drive because frankly, by now I didn't care if he handled like a wellington boot-wearing walrus. I had to have that car! Since then life has been interesting to say the least.

It quickly became apparent that as far as non-specialists were concerned the 99 should have been renamed the Gordian knot. Every repair was protracted, parts difficult to source and faults declared as 'just not normal' by frustrated mechanics throughout the region. Yes, the eponymously named Damian could reduce grown men to tears. After what felt like decades of handing over large quantities of coin of the realm, listening to even larger quantities of grousing and on some occasions, swearing, I began to wonder if I'd been had. Surely life

couldn't be this difficult for everyone with a Saab. I'm sad to say that the professional opinion of some technicians was wholesale Swedish vehicular genocide. They couldn't get away with selling the things if no one could fix them, or could they?

Events came to a peak, fresh from a fire in the clutch department which revealed the previous repairer as somewhat wanting to say the least, faced with the absenteeism of my trusted mobile technician (he cut and ran) and the distaste of the workshop manager at the latest port of call (cries of 'scrap



it!') I decided something had to be done. Surrounded by a stack of bills and feeling that maybe I should have purchased a car I could afford and when I say afford, I mean a Ford, I decided on a two-pronged attack. I'd join the SOC and have him repaired by an independent specialist. As I said he's handsome; a 1983 99 GL in really fine fettle. Plenty of shiny chrome, well waxed and polished (in an attempt to bribe him into good behaviour) and on a good day a real head turner with plenty of admirers up and down the country. The SOC was an opportunity for me to meet other Saabers, compare handlers' notes and for Damian to preen himself at a few shows.

The best laid plans... The Peaks and Dales 2006 on a sick note. Ma and I still managed to salvage something though, entering in a courtesy car but despite assurances that he wasn't being supplanted by a younger model, Damian did eventually have his revenge, a simmering pot-boiler of a revenge it was to be too. The National set the scene for what was to come. On the Sunday morning he put on a spectacular display of symptoms; bucking, sneezing, wheezing and, most humiliating of all, a strategic stall and refusal to restart in the most inconvenient of positions. Fantastic: they say you never have a second chance to make a first impression and I could feel us being branded as, dare I say it, mechanically unsound. Beetroot red I wrangled him off site and we returned ten minutes later; one of us had been appeased with a tankful of the overpriced local vintage.

Over the next few months Damian really went for it, missing alarmingly at 70 mph on the motorway, spluttering and sneezing in remote areas of Wales where I didn't have a mobile phone signal (deep in Snowdonia the RAC can't hear you scream) and just as my nerves reached shredding point the spluttering symphony abated. After months of fearsome rumblings and frequent inconclusive stays in an independent specialists' sickbay there was a humdinger of a denouement. He broke down in the middle of a one-way system,

simultaneously blocking two lanes of traffic and the sole entrance to the police station. Epic. We were ignominiously pushed backwards into the bus station by six men in uniform and subsequently carted off by the RAC. At least the petrol guzzling had been explained at long last and here was I thinking Damian had formed some sort of unholy alliance with the Chancellor! But the best laid plans of mice, men and Gabi; the fuelling problem would return...

After a 2006 summer of shows with Cheshire Group (no I didn't win anything, it's the taking part after all!) I decided on an early start to the 2007 season grooming. Upon refitting the offside rear mud flap Christmas week, I removed a bung, of what I still maintain was reasonable enough to consider extraneous, filler. A few weeks later I encountered a freaky conical mould growth in the boot, a somewhat aromatic wool carpet and a puddle of water under the spare tyre that was crying out for some ducks. The vent cover had slipped and the drainage hole was well and truly blocked so I spent a most enjoyable afternoon flailing about introducing glue to nigh on inaccessible reaches of the 99 and fearlessly tackling the furry alien. Sorted? No way! A more thorough investigation the following week revealed a hole behind the spare wheel, a good job my Saab repair kit contained emergency mesh and filler! After a psychotropic bout of wriggling; yes another inaccessible repair, which had my nose, almost literally glued to my work ensuring maximum fume inhalation, the case was temporarily closed. Which leads to the final and latest excess... wheel arch restoration! Previous attempts to repair the corrosion damage had just not hit the mark so it was time to seize the helmet by the horns and really go for it. Was it curtains for the lad; was our bittersweet relationship to be dissolved, would I have to endure the hunt for a replacement, would there be life without Damian? After much agonising and sound advice from all corners of the SOC (Chris and Mart at Cheshire, Dave Barrow, Chris and Sharon Foxley and Stuart



Payne the 99's advocate) I purchased one of the last remaining bodywork repair kits from Beevers of Barnsley and began seeking quotations.

After inconclusive shark wrestling in an attempt to secure a reasonable non-galactic sized quotation, Dave Barber of Prestige Motor Bodies, Glossop turned out to be the man for the job. With a few pangs, would he be OK, would the other cars pick on him (they don't call me Damian's mum for nothing!) I handed Damian over to effectively have his rear end sawn off. As the pictures show, he was treated to the full works, the arches had that new fangled bonding and looked as good as new when I went to collect him. Yet again Damian just had to interfere; systematically blighting the electronic

**“** So calm has been restored, temporarily satiated with new wheel trims and running like new, he's looking good: all chrome and headlights, and more than ready to celebrate 60 years of Saab on the Autumn Gold Rally.

airwaves, blocking e-mails and, most importantly those lovely photographs accompanying this article. Tenacity and a new e-mail address won the day but not before myself and Dave Barber were convinced that we'd need an army of exorcists.

But the story doesn't end there... Damian had to have the last word. There followed a recurrence of the running problems, which had barely gone below the surface despite frequent repairs and the addition of a sizeable electrical drainage fault. The upshot was a seat of the trousers ride on an M6 slip road, you try overtaking three long loads crawling at a snail's pace whilst your car is cutting out and restarting itself at 60mph, two RAC call outs, a new battery, a change of physician and the emptying of German and Swedish 99 spares stash. A big thanks to all Damian's uncle Daves (lucky seven,) fellow 99 wrestlers the Foxleys for help and advice, and most notably within the 'Daves' category, Dave Barber of Prestige for a fantastic job (like Ernie's wig you can't see the join), Dave Mills of the spares hoards and Dave Fobister (and Phil) of Phoenix Autos Edenfield.

So calm has been restored, temporarily satiated with new wheel trims and running like new, he's looking good: all chrome and headlights, and more than ready to celebrate 60 years of Saab on the Autumn Gold Rally. It just goes to show that you can't keep a trusty, although mischievous, warhorse down for long! Now to fit that luxury centre console and of course just a little bit of polishing before the next show.

*Gabi, Member 18801 (aka Damian's mum).*



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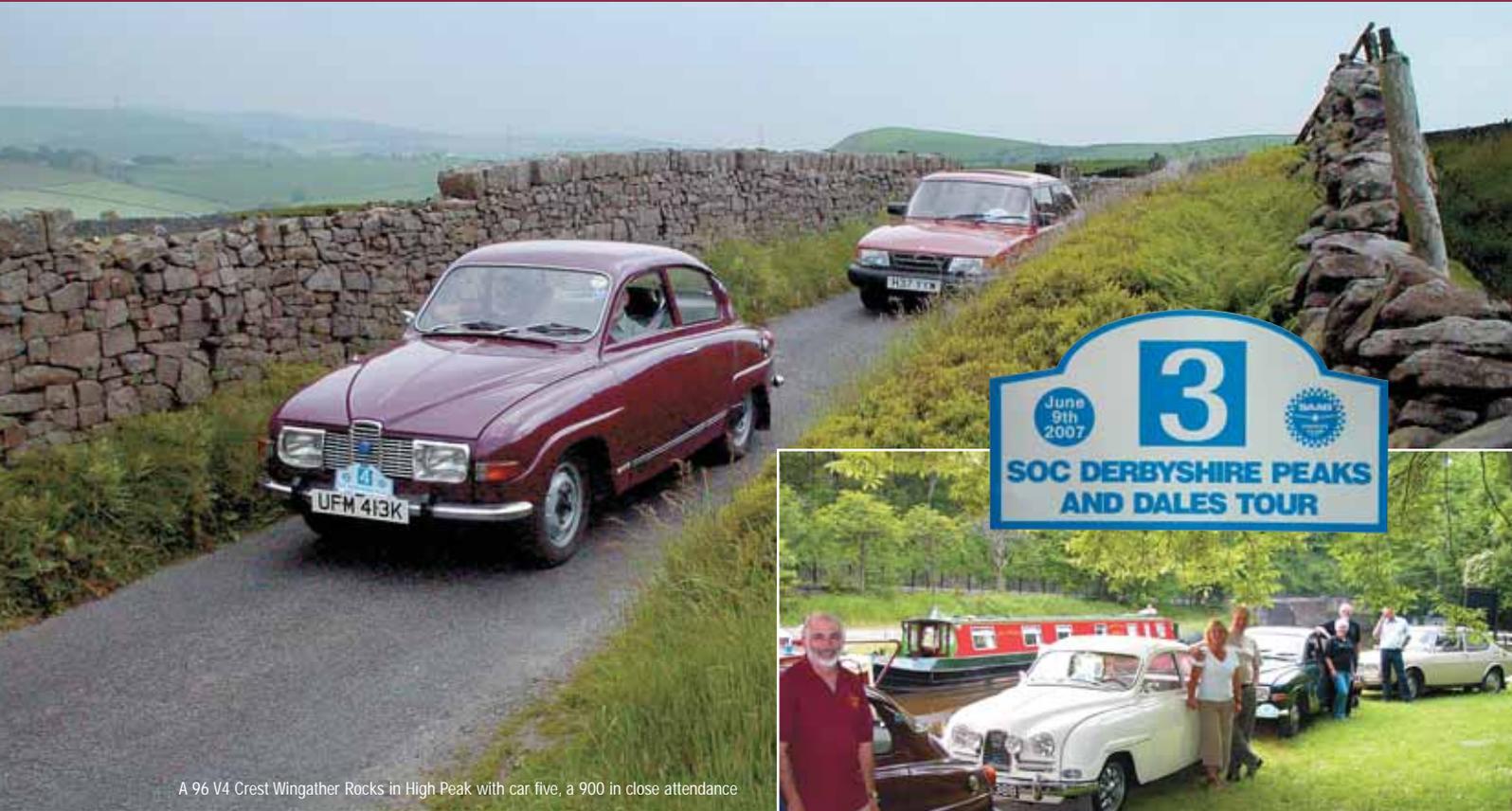
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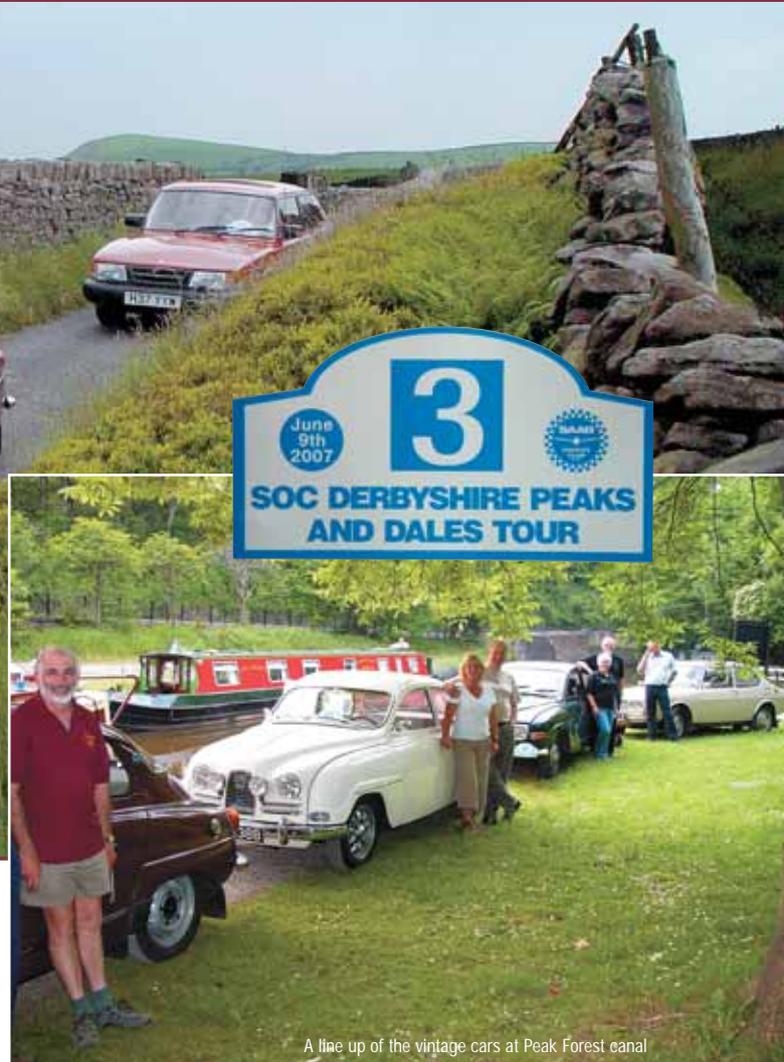
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# Peaks and Dales

# 07



A 96 V4 Crest Wingather Rocks in High Peak with car five, a 900 in close attendance



A line up of the vintage cars at Peak Forest canal

Photo-journalist Rod Leach, (SOC Member No: 19164), gives a brief synopsis of his experience at this year's Peaks and Dales outing.

As novice Members, partner Carolyn and me, joined the Peaks and Dales run as our first active participation in the Club, we'd done the 2006 National but this was motoring with a capital 'M'.

Saturday 9th June dawned bright and warm as 21 entrants, 42 driver/navigators either abandoned their quilts and sleeping bags on site, or set out to the venue and the start line registration.

The next 10 hours sped by as the route guided us over, I clocked 122 miles, fun and awesome scenery.

First, over such delights as Snake Pass summit 512 metres (1689ft), past Ladybower reservoir (of the Dambuster fame), and into some remote yet delightful lanes above the Hope valley. Through High Peak into Staffordshire for lunch and on through Macclesfield Forest to a canal barge trip to a National Monument to our Victorian past.

We'd done it all. Up in the clouds, down in the valleys, out on the water, and back in time for a delicious, copious buffet

and noggin back at Cold Harbour.

If you want to know more look out for pictures and story in the Nov/Dec edition of 'Driver'.

Thanks to all, especially the devious Mike, Veronica and Richard Elliott, the more so for taking time out of 'his' day to help rescue an owner/driver entrant and partner with a busted drive belt through his place Saabtec and have them back with us in time to enjoy the remainder of the day!

“ We'd done it all. Up in the clouds, down in the valleys, out on the water, and back in time for a delicious, copious buffet and noggin back at Cold Harbour

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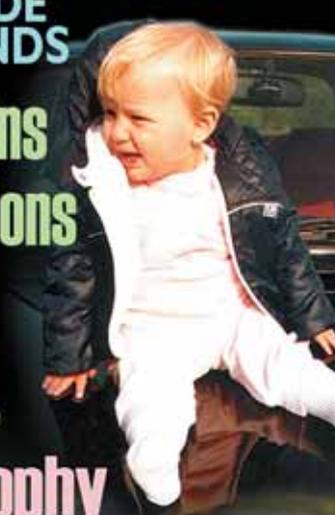
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# The National 2007



What a very, very, wet yet enjoyable weekend, and as expected, we had good sunshine on the last day, all the cars were in model order, and I noticed a lot of the drivers making a dash for the water pipe to give their cars a quick clean.

Every car in the display looked great, however on the day it's votes that count, and unusually, there was not one convertible as a winner... that will be down to the rainy days, so favour was lost there.

The Trophies were handed out and very nice they were, I believe they were made of glass and had the 60th Anniversary logo embossed, very nice!

The counting up of the votes was done and the following were the results.

Saab Sonett  
 Saab 95/96  
 Saab 99/99T  
 Saab 900classic  
 Saab 9-3  
 Saab 9000  
 Saab 9-5  
 Best Overall car  
 Mick Sollars Award

*Peter Briggs  
 Andy Boorman  
 Alan Courtney  
 Craig Bell  
 Mick Matthews  
 Steve Alty  
 Nev Carr  
 Mick Thompson  
 Don Heath*

Hope next year's weather is a lot more kind to us, thanks again for attending, and also a big thanks to all the Dealers, Traders, and booters who helped make the event happen and for their support.

*Ellie Wilson*



# the Oatcake Rally



Geoff Ridley and his Saab 95V4 are pictured right at the Oatcake Rally having just completed the Peking (Beijing) to Paris run celebrating the 100th Anniversary of this great adventure.

In 1966 Geoff and Graeme Sharp formed the Saab Classics Downunder in Christchurch, New Zealand and is probably the smallest Group in the ever expanding international network of Saab enthusiasts having only 10 Members. Geoff attended the rally with Jenny, one of the Group's organisers.

*Peter Turner*

We hope to bring you a full report on the Kiwis epic journey in a future issue – Ed.





# Trollhättan 60th Anniversary

Another long drive, we are getting used to it now but this was different. It was to be in the newly acquired, ex Pat (Moss) Carlsson Sonett III as rebuilt by Martin Oxey. I will not bore you with details of the journey as I relayed this saga previously. Although the Sonett is quick it is not quite the same as my Classic Convertible and therefore took a day longer, partly because we took the same route as last year to Malmo and then drove the 200km to Trollhättan again staying in the Bele.

“ There was the usual mass of Saabs old and new, also some very special examples. I have put together a collection of the most interesting and some of the more bizarre vehicles I spotted during the four days...

This year the festival was a four-day event that included seminars, free tour of the Museum, Saab Partner ANA who are a very large partner dealership in Trollhättan, a Track Day which included a breathtaking driving exhibition by the Saab Demonstration Team, even if one of them touched the Amoco barrier and lost a tail light, a drive past of very fast rally and race cars, past and present, as well as the usual chance to drive the circuit yourself. The massive parts sale in the warehouse behind the museum was one of the busiest places



The XXXXX Collection, or as someone said "a square 9-3"



Name that model!



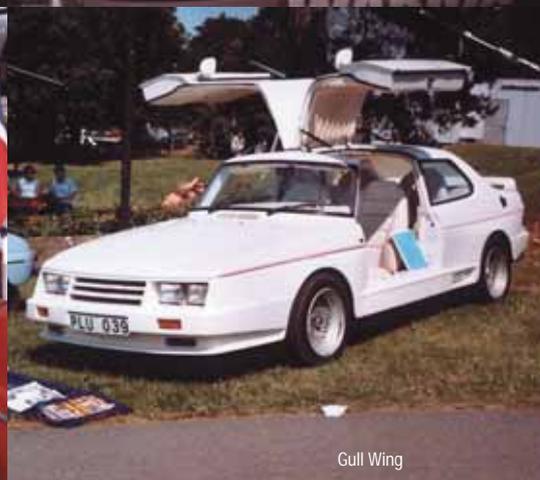
Never mind what, I just love the caption!



Saab's come in all shapes and sizes



What can I say?



Gull Wing

# Festival

all weekend, although a friend of ours found something cheaper at the ANA spares counter.

The Saturday night dinner saw 1650 sit down to eat a three-course meal which was a traditional Swedish cold plate, which is just as well as even with the army of waiting staff a hot meal delivered to everyone, warm, would have been impossible. Also the weather was very hot, as hot even as in the Spain we had just left. By some strange coincidence it was also unusually hot ten years ago when we attended the 50th Anniversary celebrations. One difference was that ten years ago the extremely generous BBQ was 'on the house', this year we had to pay for it, which worked out at £48.00 for a couple, but it was excellent. On stage there were interviews of various Saab celebrities, past and present, which was also relayed via a large screen set high enough to enable everyone to see what was going on. After the meal a very good Swedish band rocked the night away.

The Sonett could well be appearing in Classic Cars magazine

as I was interviewed and photographed by a freelance reporter who claimed to write regularly for a number of classic car magazines.

There was an open-air stage outside the museum with live performances by the group that features on the latest TV advert, the four-piece band were also signing CDs. Also the 9-3 was unveiled, a face lift version really.

There was the usual mass of Saabs old and new, also some very special examples. I have put together a collection of the most interesting and some of the more bizarre vehicles I spotted during the four days, some you may have seen before, some not.

For me the festival was a great success, helped by the wonderful weather. We made some new friends and got an invite to the North American Saab Owners Club tour of the Rockies in 2009. A definite for me as we enjoyed the 'Nine run the Rockies' tour so much last time.

*Derek Fletcher*

# International Meetings... a rough guide

Having returned from the Saab Festival and preparing to travel to Norway for their Club's 30th Anniversary event, I thought I ought to make time to explain to Members the process of organising International Club meetings.

For many years a more or less informal system of invitations was co-ordinated by Albert Trommer and then his son, Christian. Albert was, of course, the first curator of the Saab Museum in Trollhättan who sadly died in the late 1980s to be replaced by Per Olof (Pelle) Rudh. Albert was a Saab man through and through and had been with the company for most of his working life and Christian had been introduced to 'the family' as he was growing up. Pelle had been Erik Carlsson's chief mechanic throughout most of his rallying career and had stayed with the company, and as he was nearing retirement took on the duties of curator at the museum. Christian carried on his father's role of liaison with the European Saab Clubs.

The first 'International' meetings took place in Germany organised by Klaus Weissbauer, currently still the President of 'Erste Deutscher Saab Club e.V.' and one of the guiding lights of International get-togethers. Several meetings took place in the Dortmund area between 1978 and 1985, and this was followed by a meeting in Flevoland, Holland in 1986 prior to the 40th Anniversary event in Trollhättan in 1987 when Saab was overwhelmed with visitors from all over the world.

The UK became involved the following year as SOC celebrated its silver jubilee in 1988 and there've been annual events ever since around Europe, in countries as diverse as Finland, Luxembourg and most places in between!

After Pelle Rudh, Peter Bäckström became responsible for the Museum and has overseen many changes of policy through the last 10 years or so. It was

with Peter's guidance that regular meetings of Club officials began to take place during the International meetings.

These looked at how Clubs could share information, work more closely together and further develop the 'Saab Spirit' of international co-operation. Communication issues continue to be considered and a website/forum that appointed officials can access is being developed. Another area of discussion has been around the 'right' time of year to host events, and for families this has been decided to be early in August each year.

I don't know of any SOC Members who attended those early meetings in Dortmund, although I have an idea that a couple of our Members who were living or working in Germany at the time may have done so. At Haltern in 1989 there were three or four cars from the UK and about the same again in 1990 in Luxembourg; perhaps we were the pioneers!

In Sweden this year I lost count of British people who attended, which is an indication of how popular they have become. Although not strictly an 'International Club meeting' the Festival was used this year as the venue for Club officials to come together and confirm arrangements for the next few years.

**So here's the important information!** In 2008 the Latvian Saab Club has issued an invitation to meet in their small Baltic state. The main weekend will be 8-10 August and a tour of the country will take place the preceding three days for those travellers wishing to holiday there and see a little more of this beautiful, fast-changing former communist small

country. More details in the next 'Driver'.

The Dutch Saab Club is the oldest in the world and in 2009 will celebrate their 50th Anniversary with an International Club meeting. Dates are the first weekend in August 2009.

Information about both these events is available from me or (soon!) from the established websites [www.intsaab2008.com](http://www.intsaab2008.com) and [www.intsaab2009.com](http://www.intsaab2009.com)

2010 will see a welcome return to Switzerland, and 2011 to Finland. It is hoped to confirm a meeting in 2012 in Poland (I hope that is not news to our Polish readers!) which leaves 2013 'reserved' for Great Britain, as it is the 50th Anniversary of Saab Owners Club. Anyone fancy a job?

So these are the 'official' international meetings, but of course that does not preclude Club Members attending other events and many Saab Club meetings these days have an International flavour and are promoted in Saab 'Driver' and elsewhere. Lots of folk from the UK travel twice yearly to Rhenen in Holland for Saab Club Nederland's 'spares days', the Finns and the Norwegians host winter weekends that bring in visitors from other parts of Europe, the Italian meeting in autumn regularly attracts Swiss, Germans and Austrians, and of course this year there is the celebration of the Norwegian Club's 30th Anniversary and a re-run of the famous 'North Cape' tour, and an extra meeting in Belgium in September to which all Saab Club Members are invited to celebrate 60 years of Saabing whilst enjoying a gill or so of Belgian Beer that my pal Etienne tells me is very good!

So the invitation from 'Great Western Saabs' to the recently announced weekend at Castle Combe circuit in Wiltshire in summer 2008 can certainly be extended to our continental friends, but please not billed as an 'International Saab Club' event.

*Iain Hodcroft*

“ Another area of discussion has been around the 'right' time of year to host events, and for families this has been decided to be early in August each year.

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## Whitby Heather Hop

At the time of going to press there are about seven of us signed up for the Whitby Run in September. Several of those who originally expressed an interest have not confirmed if they will join us, so I will be chasing you all up over the coming weeks. The plan and route is almost set, and I will be in touch with everyone directly for final details. Meet at the Visitor Centre at Sutton Bank, A170 Thirsk to Helmsley road, at 11.30am on Saturday 15th. The Magpie don't take bookings for our fish & chip supper, but Trencher's in Whitby might so I will investigate that. Which is best between these two is a matter of opinion so we will still have some good grub at the end of the day. See you there!

### 95 Trailer revisited

In response to my brief feature of a 95 trailer in the last column, I received this photo from Simon Licence of his Dad's 95 trailer conversion. Simon writes:

"I saw the latest 'Driver' magazine with the trailer made from a Saab 95 V4 and I thought I'd e-mail you this picture of the trailer made by my father (picture 1). Not quite as aerodynamic as the one in the feature, but it served him well for camping holidays for many years. He sold it on about three years ago, along with the 96 in the picture, a spares/repair 96 V4 in yellow and many parts. It was made from a cream 95 V4 that had been in a front end smash. Maybe it's still around somewhere."

The two look good together. Thanks, Simon. If anyone knows of its whereabouts then let me know please.

### Rally cars from the Festival in Sweden

I received a letter from Derek Fletcher out in Spain, with some lovely photos of two racing/rally 96s he spotted at the festival in June.

Apparently the orange one (picture 2) was acting up and required a push start. If you look closely you'll see that the green car (picture 3) has the usual moosehorn manifold with twin 45 carbs fitted, along with the Sport and Rally plenum chambers and filter boxes. On the other hand, the orange car has the base of the moosehorn and fuel injection throttle bodies, with custom plenums and filter boxes. Very nicely done that. You can also see the bonnet latch in the grille allowing quick release of the bonnet without running a cable to the inside. I tried to set up our old rally car like this once but never quite managed to figure out the mechanism!

Derek also mentioned that my dad seemed to spend much of his time at the Festival rummaging around the spares shed at ANA, for which I am grateful as he managed to get me one of the 9-5 carbon fibre dashboards before all the rest were snaffled by a trader!



### Two 2-Strokes, in the V4 column

I received a letter and some nice photos from Robert Hubbard who received a surprise visit in April from Ian and Lynn Meakin in their Almond Green 66 long nose, followed by Ben Meakin's Verona Green 96V4 as mentioned in this column a few years ago. The occasion was to introduce Robert's new White 66 car (chassis no 644628) to Ian's similar car (chassis no 344650). Robert writes:

"In one photo you can just see the tail end of my trusty 96V4 (picture 4), but the one Lynn liked best was the old brown 95V4 which is out of sight under the trees. I'm inclined to agree with her, but it is a bit of a barge in comparison to the 96s!"

You can see Ian and Robert's car side by side, and also Ben's V4 hiding behind his dad's Stroker, in the pics.

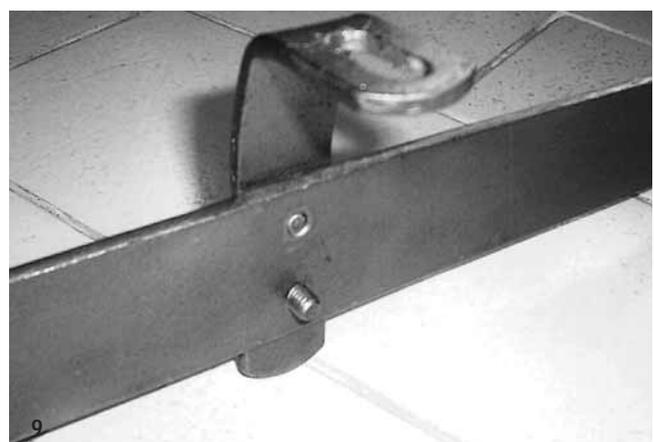
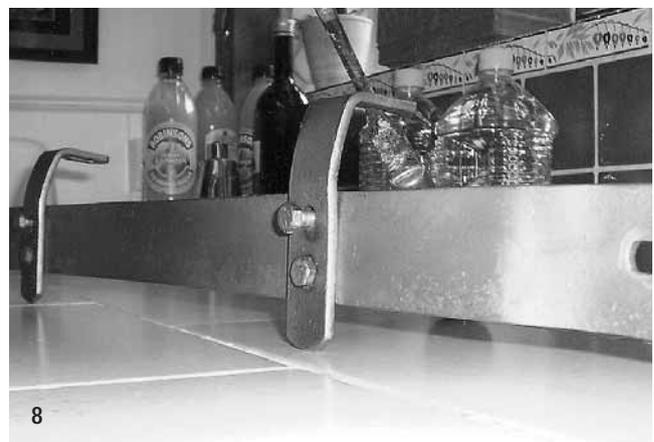


### New exhaust on a Sonett III, and 18" wheel

My dad sent me these photos recently of the new exhaust he has had made for his Sonett III (picture 6). The original stainless exhaust that was fitted was perfectly sound even after 25 years, but was a bit too noisy for him. He must be getting old. The old rear section, original pattern that fits in the rear wheel arches rather than beneath the boot floor, is for sale if anyone is interested. The exhaust was custom-made by a specialist in Brackley, if anyone is interested in the details then let me know and I'll pass them on. Dad couldn't resist trying out one of the new 18" alloys he's got for Mum's 9-3 Aero Convertible against the Sonett, just to see what it might look like—a Tonka toy is my view!

### SAH Tuning guide

Dick Currie recently sent me his copy of the old SAH Tuning Guide for Saab V4s and 99s, from the mid-70s. I plan to scan it for future Club use before returning it to Dick, but in the meantime if anyone needs information about the old SAH products then please get in touch. Dick also sent me photos of a Saab lamp bracket he'd picked up for the V4 (pictures 8 & 9). The two photos show a substantial bracket which bolts to the bumper brackets behind the bumper, with two brackets that just fit between the bumper and the front panel. It is made from 1/16" steel with the lamp brackets bolted into tapped holes in the bar. As far as I know the bottle of orange squash doesn't come with the bracket!



# V4register

## V4 wheels, tyres, and suspension set-up

Always a cause for debate. I received an e-mail from Richard Vigouroux-Henday following discussion in a recent column:

"Just been reading your piece about the tyres and wheels for the V4. I have to say I have never strayed beyond 165s which I actually love on 4.5Js. The problem about getting V4 96s to handle sensibly is making the front end bite on turn in, something I have never felt altogether confident about on 155s since I gave up the 2-strokes, and of course one does not really want the back end too well stuck to the road with a fwd car that is so front and top-heavy. This could be a problem with still wider rubber, particularly on tarmac. I like to know I can get the back to step out at will if faced with a situation that looks to be heading into an understeer problem.

"I wonder to what extent you have tried fiddling with castor and camber angles when using the 165s? Saab's original priority appears to have been obtaining directional stability before steering response, the 1968 workshop manual gave the optimum camber as 0.75 degrees positive but in later editions this came down to 0.33, but I always set mine up with minimal positive camber and 1.0 to 1.25 degree castor, and use only a sixteenth inch of toe-in. I also always use the superb Bilstein front shocks which help limit the body roll when you set it into a corner.

"In recent years I have used Vredestein tyres at 27 F & 25 R. With my set-up there is a slight tendency to wear the inner edge of the fronts which can be dialled out with a little more toe-in if one accepts slightly less instant response, but I can live with that wear as a good trade off for the handling it gives, I am amazed how well it does stick on these tyres even in the wet.

"I had the EMS style alloys on the 96GLS but they are such a pain to get on with those silly bolts that I have stuck to steel for the current car."

I've certainly never done much fiddling with the suspension geometry on these cars, but it's always good to get opinions. I know someone else recently was suggesting one degree of negative camber on the front is a good starting point, so I guess that shows it can become very subjective. Thanks for the input and insight as always, Richard.

## Where are they now?

Mike Trowsdale e-mailed asking for information on an old V4:

"I am looking to trace 96 V4 "NGH 15D" (I think!) bought new by my dad in Cricklewood (Shoot Up Hill rings a bell). Red on red: any help much appreciated."

That's a very early V4 so I suspect may not have survived, but if anyone knows different please get in touch.

That's all for now folks, I will hopefully see plenty of you on the Whitby Heather Hop in September. *Cheers Al*

## New registrations

A few new registrations this month.

Name	Location	Car	Registration
Tom Shrub	Lincoln	96	RYW 778F
Adam Gent	Milford Haven	96	MAO 26N
Ian Hayward	Shrewsbury	96	MWW 706P

Tom describes his car as a 'very original early V4, with modified exhaust system. A return to V4s after using 95s and 96s as everyday transport up to ten years ago. Originally worked on 96s when they were new at Haymill Motors.' Funnily enough, I bought my 'new' 9-5 Aero from one of the guys at Haymill (or Hughes as they are now) who has recently emigrated to Spain.

Adam's yellow 96 is very tidy and has been much discussed online. Adam's website is [www.performance96.co.uk](http://www.performance96.co.uk) where the details of all his restoration, modifications and future plans can be found.



Ian's Orchid White car has a Weber carb, Jetex exhaust and one of those infamous Broquet fuel catalyts and four air horns! He writes:

"I bought it on a whim off e-Bay for not very much, where it was being sold by the family of its deceased former owner. Mechanically it's not too bad (it transported me from Surrey to Shropshire without even overheating), and it came fitted with a huge Weber carb and sports exhausts, so it trundles along quite nicely and makes a fantastic noise. The bodywork looks OK from a distance but closer inspection reveals some rust and bodged repairs (which of course were not visible in the photos on e-Bay), so it'll be going off to Highgate ASAP to receive a bit of TLC."

Good luck with your cars, chaps.

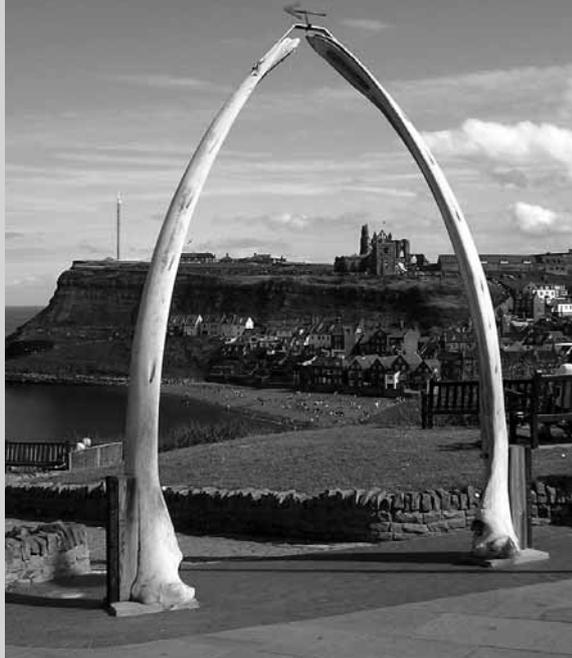
All correspondence to:  
Alistair Philpott

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# Noticeboard

## The Whitby 'Heather Hop'



A half-day informal event for all 'jelly-mould' Saabs is being planned for 15th September 2007. This will be open to Two-Stroke and V4-engined Saabs only, and is the perfect chance to stretch your car's legs one last time before putting it to bed for the winter.

We will cross the beautiful North York Moors at a leisurely pace on small, quiet roads, stopping at places of interest and enjoying stunning scenery with the heather in bloom. Some of the roads are very steep in places, so please ensure your brakes are in good order!

The start will be the Visitor Centre at Sutton Bank, on the A170 Thirsk to Pickering road, and is easy to reach for those from outside the area.

So if you have a 92, 93, 95, 96 or Sonett, bring it along and enjoy the ride!

For more details, contact Alistair Philpott on 01653 697561, [v4reg@saabclub.co.uk](mailto:v4reg@saabclub.co.uk) or keep an eye on the Club's events pages on the web forum.



## East Anglia

### Newsletter August 2007

#### Fri 7th September - a very special Natter'n'Noggin

As part of their launch of the new 9-3 range, Haydon Wilding of Cecil & Larter, Wentworth House, Mildenhall Road, Bury St Edmunds, IP32 6EN, has offered to keep the showroom open for an extra hour for SOC Members.

We can have our monthly get together both at the showroom between 4.00-7.00pm and then go down to the Priory Hotel for a meal. NB: this will replace our monthly meeting at The Chequers for September.

For those who can't make the date, the showroom will also be open on Saturday 8th from 8.30-5.00pm and on Sunday 9th from 10.00-4.00pm.

#### Wed 12th September - Ride & Drive Day Newmarket

Haydon has also very generously offered SOC Members 10 places on the above day which will include a tour of the National Racehorse Museum and some stables in

Newmarket. All those interested in attending please let me have your names, addresses and contact numbers by 12 August at the latest.

#### Sat 22nd September - Essex Skid Pan

This is booked from 9.00-12.00 and, if sufficient interest from 13.00-16.00pm. Cost is £60 per person. All those interested in taking part should contact John Crook as soon as possible on e-mail: [johnthecrook@btinternet.com](mailto:johnthecrook@btinternet.com)

#### Thurs October 4th - Natter'n'Noggin'

7.30pm at the Chequers Inn, Low Road, Bressingham, DISS, Norfolk, IP22 2AG. Food available from 6.30pm.

We have some exciting events planned for you. Please let me have names and numbers for the various events ASAP. Rachel Hillier

East Anglia Saab Owners Club, Linnaeus, Norwich Road, Scole, Diss, Norfolk IP21 4DY.  
Tel/Fax: 01379 740158 Mobile: 07831 093475 E-mail: [sootysaab@aol.com](mailto:sootysaab@aol.com)

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

## The National surf and turf!

As I write this it is the day after the National (and it's still raining!). Despite the extreme weather, and the fact our new tent finished up looking like it had been at Glastonbury, it was a great weekend, made of course by the cars and catching up with so many friends, old and new. If you didn't make it, here are some of the 99s that did.

Metallic Blue was the most popular colour, and it was good to see Gabi Waite's white 99 'Damian' back on the road after all its work. Malbrad had an interesting 90 hybrid with turbo engine and leather interior nearing completion. The most eye-catching car for me was Cliff Shrubbs' orange four door which visited on the Saturday. Maybe I'm biased because this is the model I learned to drive in, but with just 43,000 miles on the clock, original interior including perfect headlining(!) and that eye-catching colour, this was a real find.

Our National started with a last minute switch from Sonett to dependable 90 in view of the weather forecast. Not that the Sonett is unreliable, but the thought of four hours in it on the M25/M1 in the predicted conditions didn't appeal much. This proved to be a good move! On Friday morning as we left it started raining. As we headed north listening to the radio we seemed, like a surfer, to be just ahead of the crest of the wave as the monsoon swept in, closing roads behind us.



Adding to the strangeness of the day we stopped for lunch with John Prescott... that is to say we had soup and a roll at Leicester Forest services as the former deputy PM and his wife sat at an adjacent table tucking into KFC.

Arriving at the already waterlogged racecourse at around 2.30pm the infield looked pretty empty a few caravans and no other tents. We scanned the horizon for some lighter grey amongst the clouds, there was none. We trudged the field looking for some slightly higher ground in the rain and just about found some but by now the decision to go at all seemed a bad move. Then Sue Long called us over to shelter in the awning of their caravan. Conversation quickly turned to reminiscing about the horizontal rain of Harrogate 1987 (not for the last time) and suddenly things didn't seem quite so bad. As Piglet said when entirely surrounded by water: "It wasn't much good having anything exciting like floods, if you couldn't share them with somebody." After a while we





headed back out into the rain to put up the new tent, only tried once before. Eventually with some help from one of the organisers (thank you!) we got the tent up and had somewhere mostly dry to make tea and change our by now soaked clothes. As others arrived we found that we had been relatively lucky with our journey. We had at least missed the flooding. Little did we think when we booked how welcome the hot meal would be that night.

By Saturday the rain was more of a drizzle. Sadly some activities had to be abandoned, but there were still plenty of stalls to look round and cars to see, including an enjoyable quick blast in Ian Meakin's Two-Stroke which got me thinking about additions to our garage. The evening meal was followed by entertaining live music. By Sunday the weather had improved again, although it still managed a light shower just as we packed up the tent. One of the activities, described as a flight simulator, proved to be an actual Folland Gnat cockpit as used by the Red Arrows for training a few years ago, with the gauges powered up to replicate flight. After sitting in the pilot's seat even for just a few minutes

one of the most striking things was just how cramped it was, with no seat adjustment due to the ejector seat system. Saab like to compare the 'cockpit' of their cars to aircraft, but if they were really that uncomfortable they wouldn't sell many cars!

A big thank you is due to the National organisers for an enjoyable and memorable weekend. Just one complaint to Iain Hodcroft you mentioned last issue that you missed Harrogate 1987 and we know what the weather did then. Now after 19 good years you miss Uttoxeter 2007 and we know what the weather did this time, so please don't miss another one!

#### For Sale

I keep getting 99s for sale mentioned to me. The latest is a one-owner Blue 1974 99L near Canterbury needing a little work. If you're interested let me know.

Due to spam problems with my 99@saabclub.co.uk address I may not have replied to all e-mails recently, but you can still contact me direct at orangesonett@hotmail.com

Stuart

All correspondence to:  
Stuart Payne

11 Whenman Avenue  
Bexley, Kent DA5 2B5  
Tel: 01322 521580  
e-mail: orangesonett@hotmail.com

## **Blu-tak a plastic model and a repair kit**

If you were wondering, following the cleaning suggestions, what had happened to your 99T Registrar in the last issue can I say the following in my defence. Articles for 'Driver' are usually submitted well in advance of the delivery date and for me my deadline was Friday, 1 June but my mind was on other things, namely my trip in the 99T to the Saab 60th Anniversary festival in Trollhättan, starting on the 3 June. Hopefully you can now understand why I was, shall we say, a little distracted.

### **Sweden**

Two thousand miles in two weeks. It was fantastic! The 'b' engine is such a good workhorse that seems to thrive in such conditions the more you drove it the smoother it became. OK a 16 valve is far more refined, but there is something solid about the old eight valve. A full report on our regions (Great Western Saabs) trip to Sweden will hopefully appear in a later issue of 'Driver'.

Right, back to Blu-tak. Many here will know about a product called a Claybar. This is, as it says, a bar of clay that you wipe, with the aid of a lubricant such as Quick Detailer, over freshly washed bodywork to remove tar, tree sap, etc., from your paintwork leaving the surface super smooth. Believe me it does make an incredible difference to the final finish. Well, to buy this small block of clay will set you back around £12 and it has by its nature a small life span, though an old and dirty claybar works equally well on glass and alloys. Having read a post from Microcat (hi Colin!) on UKSAABS, the Club's forum, I tried Blu-tak and it works, so I thought I would pass on this tip to the rest of our membership. Use a spray bottle with double strength car shampoo and off you go. Try it in a small area first and literally feel the difference.

### **A Saab 99 Turbo at an all American Classic Car Show**

On a wet and windy Saturday, at the end of June, in Tatton Park, you would have spotted my 99 Turbo. We had been asked to take part in filming for a feature on 'The Used Car Roadshow' with Penny Mallory and Jason Dawes, it was initially hoped to be a bright sunny day, but as we all know this summer was not awash with sunshine, it was just awash!

Having been put up at a local hotel we arrived in time for filming, which I must add was very unglamorous, but despite the wait, the rain did not stop. Still, the car did look good with all the raindrops beading and it did hide the various imperfections on the body. The best bit of all was whilst wandering around the American autojumble, covered in dust was a plastic model of a Saab 9000 CDE on grey, duly purchased for a fiver. Result!

All correspondence to:  
David Dallimore

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



### Chargecooler in a 99T

A request from Stuart McVey:

"I am the owner of TKK 611X and can report that the car is still on the road and in very good condition. While I'm writing, would you know of anyone with a 99T who has fitted a chargecooler kit to their car? I have been in touch with Abbott Racing who have informed me that they have done this to 10 99Ts. I just wanted to know if you might know of someone who has had this done, who I might be able to get in touch with to get some feedback on the issue." [stuartjmcvey@tiscali.co.uk](mailto:stuartjmcvey@tiscali.co.uk)



### A new find

Jonathan Davies writes:

"Here's one that isn't on your list, HTN 205W. My friend and I rescued her yesterday. I have enclosed some pictures.

"We are going to restore her to concourse (hopefully). She is drivable but requires wheel arches and from what we can see, not a lot else.

"Where can we buy a wheel arch repair kit? Or are we going to have to cut, grind and weld? Do you have any history on this car? She does have SOC stickers."



### A old refind

Dave Morgan says:

"My registration does not appear on your list! I'm sure I registered with you a couple of years ago as you wrote a bit in the column. How about that, on Wednesday I get the MOT and Saturday when I get the magazine I'm off the register!

"My registration is MHK 625V, Red 2-door sedan. I've had a few water pump problems over the last 12 months but we are now up and running. It's strange after driving other cars for 10 months and then going back out in the Saab. To get to the main road from my place you go along a minor road with four right angle corners, first one is whoops, second better and by the fourth you realise what you have been missing."



### Update

Alan Bunyan comments:

"As requested, happy to advise that 3-door LEV 906V still in play, although temporarily on the bench due to a gearbox problem on the way back from holiday in the North of Scotland and it had been going so well until then! God bless the AA!"

Finally, after many months planning, and as part of the Great Western Saab Local Group, can I also announce here the SOC 2008 National will be held at Castle Combe Race Circuit at the end of July 2008 (exact date to follow). This is a weekend event for all the family, please see page 33 for details. It is an event which has never before been attempted, so show your support and turn up!

Well that's it for this issue.

Remember, protect your windscreen, wear a seatbelt.

David

# ITIS – It's the injectors stupid!

Following recent correspondence with Rodney Stubbs (MN 5527) on locating replacement fuel injectors, Rodney kindly offered (as all Members are welcome to do concerning any of their 900 experiences) to provide details of the general methods he used in tracking down the problem. As Rodney mentions, this extremely useful information will be provided in a number of installments, so for anyone who doesn't already absorb, wait with baited breath for more detail, and get dabbling!

"I recently had a problem with my C900 16v turbo, (no cat), which after much frustration I solved. In the process I learned a lot about the engine and I thought that I would write an account of my experience in that it might be interesting and help other Members. Consequently this series of articles will contain what I hope is some useful technical information.

"I have had the car from new in 1990 and apart from the guarantee period I have always serviced it myself, one major and one minor service each year. In this connection I had the fuel injectors cleaned about two years ago, not because of any problem, but with the mileage I thought it would be a positive thing to do. The fuel injection system is a Lucas one which is roughly equivalent to a Bosch LH-Jectronic 2.4 system. I am told that Saab only fitted the Lucas system for about a year and that it is more reliable than the Bosch one. That said another source told me that the Lucas injectors were rubbish! It has been a very reliable car, only once letting me down on the road, and that was with the failure of the clutch master cylinder when the caravan was on the back! Having always serviced my cars I do have a fair amount of test equipment, perhaps the most important is a multimeter. This is complemented with such things as a pressure tester, vacuum gauge, strobe light, exhaust emission tester (Gunson), and an oscilloscope which was bought for another hobby, but is sometimes used on the car. I do not have a Saab workshop manual, they wouldn't sell me one when I bought the car!

"It has always been an excellent starter, even in the most inclement of weather conditions. One or two turns of the engine and it fires, even with only three cylinders operating it starts just as well, although it idles a little roughly until the fourth is brought back in!

"So to the problem. It started one summer day last year. After standing in a car park for about five hours it took about eight turns of the engine before it started, it then idled perfectly and drove as normal. As I was on holiday there wasn't a lot I could do. A good look around the engine

compartment showed nothing obvious. I immediately suspected the cold start mechanism and as I always carry a multimeter with the caravan I was able to check the resistance of the temperature sensor both hot and cold. It was within specification. Over the rest of the holiday a pattern emerged. The number of turns required to start varied with the length of time between turning the engine off and trying a restart. Do it within 10 minutes and it would start immediately, wait 15 minutes and it would take a few turns, 30 minutes about six turns, 45 minutes and longer about eight turns. A cold start the next day was more problematic, sometimes first turn sometimes a few turns were needed. When it did start it immediately fired on all cylinders with no coughing and spluttering and idled like a sewing machine. You could have drawn a graph of the number of turns to start, and the time after switching off to restart. Surely, I thought, with such a well defined problem it must be easy to find and sort. Back home and with the major service coming up in a few months I took the easy option and did nothing about the starting until then. Promising myself that I would do a thorough check of the whole engine, I did so after the service. During the service I noticed nothing untoward except that the spark plugs were very slightly fouled, (dry not oily), on their shoulders, perhaps a slightly over rich mixture. The CO level was 1.6% which although just within specification is higher than I usually have it, although the Gunson is not that accurate. Another pointer towards an increased richness of the fuel air mixture. I did not try to adjust it back to my normal 1.25% CO as I knew I had a

**“** One or two turns of the engine and it fires, even with only three cylinders operating it starts just as well, although it idles a little roughly until the fourth is brought back in!



problem, this wasn't it and to change this might well cover up the real one.

"So before I get into the detail of my thorough check of the engine I will say a little about my thinking on the cause of the problem. By now the number of turns required to start was increasing a little, but the same general relationship with engine off time was still there. So whatever the cause it must have a time scale of a few hours. My thoughts were along the following lines:

Cooling – the cooling of the engine and hence the cold start system must still be one possibility.

Air – could be a leak but I could get full boost so it couldn't be a big one, and I couldn't hear any unusual leakage like sounds when idling.

Fuel – if the system lost pressure when switched off and the fuel pump(s) was on the blink it might take time to re-pressurise on start up. Against that the car drove very well with no problem.

Fuel – again leaking fuel injector and consequently over rich mixture, but they had been cleaned recently, and it must be more than one as the engine would start perfectly on three cylinders. I couldn't think of anything that would cause all injectors to leak. Electrical people say that HT coils can have failure modes associated with temperature, although I was sceptical, sticking relays seemed unlikely, a temperature sensitive fault on an ignition amplifier again seemed unlikely, it would surely occur under ordinary driving.

Earthing fault – anything goes here, but I was dubious if it could give rise to such symptoms.

Now this is where all you experts will come up with the right answer straight away, I plumped for either the cold start system, or the fuel pump. But rather than start with the most complicated system, I thought I would start with the air system and check that out first. In my next article I will describe what I did and found, and go on to talk about the fuel and electrical systems."

*Happy Hundreding!  
Cheers, Dave*

## New registrations

A variety of comments from newly registered 900 owners for this edition. Rob Batchelor (MN 19748) is on his fourth 900 and considers he now has the best to date with a T16S in Le Mans Blue with deep-dish 16" Aero alloys. Rob would like to improve its appearance still further however and have the wheels re-furbished, so if anyone can recommend a company in the SE region please contact Rob on 07815 872151.

Ian Collingwood (MN 19751) meanwhile has proved beyond doubt he's really attached to his 2.1 900i white convertible having run it for three years in Sydney, Australia and bringing it back here with him when he returned. Do all Aussie Saabs have bigger engines? I'll have to check that one out...

And finally for this time around, Jessica Bannister-Pearce (MN 19755) plumped for £70 (e-Bay where else?) 900 GLS project that performed perfectly OK for three months before the starter motor jammed and destroyed the wiring loom 'in a puff of smoke!' The car's now undergoing a full restoration and amongst other things having its current single carb replaced with the correct twin carb set-up. Future work will also involve curing its habit of jumping out of second gear. Best of luck with this Jessica and let us know how the project progresses.

Name	Area	Mem No.	Model	Year
Neil Thurgate	Coleraine	18723	900SE	1996
Brian Chandler	Hexham	18962	900T	1993
Andrew Drury	Hull	19557	900T	1992
Mr & Mrs N A Beacroft	Nottingham	19613	900T	1992
David Blane	London	19615	900LPT	1992
Alex Nicklin	Oldham	19631	900SE	1990
Peter Hunter	Coventry	19715	900T	1991
Richard & Jean Batty	Huntingdon	19735	900T Convertible	1997
Rob Batchelor	London	19748	900T	1992
Ian Collingwood	North Lincs	19751	900i	1993
Jessica Bannister-Pearce	Aberdare	19755	900GLS	1984

All correspondence to:  
Dave Salt

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

# 9000register



## Floods, sweat & tears

Derek Fletcher (11122) sent a photograph of a 9000 Limousine taken whilst at the Saab Festival in Sweden, he said there was another one in shocking pink but decided not to take a photograph for fear of damaging his camera. OAT is also affectionately known as Porage and is celebrating 259,000 miles on the clock and its entire lifetime in one ownership.

Brian Rodger (19582) dropped me a note saying:

"Just a line to say thanks for publishing my article (Susie's Workhorse) in the July/Aug issue, but my name is BRIAN RODGER. I think you must have edited me onto the previous article after a good club night out, no hard feelings though.

"The workhorse turned into Thunderbird 1 this 'summer' during the great flood. We literally had to rescue a Canadian guest from a very flooded Bourton-on-the-Water in July. As the floods engulfed Gloucestershire and the Cotswolds, a rapid route replanning exercise on the Friday night saw us taking the circular route through Northampton and Oxford to enter Gloucestershire from the south, all other roads being impassable. Saabrina was parked as close as possible to the village whilst we waded in wellies to rescue our guest from the river where her B&B was located. Once again the 9000 proved more than capable of carrying food, extra equipment, guest and backpacks back out of trouble as the weather closed in from the west. The following day Oxford was engulfed.

"Keep up the good work, always look forward to reading the articles."

Terry Quinn (2133) writes:

"Our CSE was nearly four years old when we bought it in May 2001. Within a couple of weeks we were off to

France to visit relatives and did the two thousand mile round trip without a hitch. However, when we set off for a caravanning holiday in the UK a couple of months later, a 'check radiator' warning flashed up on the EDU. The levels were fine when we left home but a check under the bonnet revealed that the head gasket had failed. It was fixed under warranty but I was rather surprised when the service manager later admitted they had spotted 'sweating' when the car underwent its multipoint check but had left well alone until total failure so the warranty company would foot the bill. Any inconvenience to us wasn't a consideration.

"I have found the EDU to be a very useful little instrument and the fact that it brought the above problem to light before there was more serious damage makes it a very important one. Unfortunately, it stopped working in May this year when it flickered off and on a couple of times during a trip down the A1 before finally remaining blank. I priced a replacement but, with little change from £600, a used unit would have to be sourced. I contacted Richard Elliott for a spot of advice, including practical help to cater for some of the grey areas in the Haynes manual, and he suggested the trouble may have been with the bulbs at the rear of the unit (available from our local dealer at around £8 each with a one week delivery time). It looked like a fiddly operation so I decided to first of all invest a few quid at a local breaker's yard. They had one 9000, which was just accessible, and this would give me a practice run and perhaps a spare EDU, should it be needed.

"The job wasn't too difficult so I set about extracting our own EDU. As it turned out, the bulbs were intact and securely in place so I could only assume the unit itself had failed. The 'scrap' one was a bit older with a



slightly different design of bulb and had a different part number, but the identification code (EDU 3 M) was the same. It was worth a try. It illuminated when the ignition was switched on but there was no outside temperature function and the economy readings were totally erratic during running. Also, the main fuel and temperature gauges had ceased to work. Well, nothing ventured, nothing gained. Obviously it wasn't compatible and I had no option other than to temporarily refit the original unit to reinstate the other two all-important gauges. To my delight, when I turned on the ignition, everything worked again. At the time of writing, we had just finished a fifteen-hundred mile touring holiday and the EDU functioned without a flicker.

" This occurrence reminded me of a previous problem with the radio/cassette. The battery had been disconnected during warranty work and afterwards the radio was completely dead. The dealer cured the problem by physically unplugging and reconnecting the unit. Computers can be funny things and, presumably, something similar had occurred with the EDU, though nothing else had been touched to cause it to shut down.

" If any other Member has an EDU that isn't working, if you can be bothered, give the procedure a try, you might just be lucky. And, if anyone out there is looking for an EDU part no 4083176, I know where there's one going cheap.

" As regards accessing the unit, I would offer the following tips:

" The Haynes manual explains the sequence for removing the dashboard lid. However, it refers the reader to the section on airbag removal if the glove box has been replaced by a passenger airbag. This is totally inappropriate. A single screw is hidden behind the SRS plaque at the top right of the airbag front panel (info courtesy of Richard). The plaque is best prised out with a flat-bladed knife. The screw has a washer and withdrawing the pair requires a little keyhole surgery. Spearing the washer with a cocktail stick proved effective. Replacing them, as well as the vertical screw in front of the tacho, is easier if a tiny sliver of masking tape is used to stick the head of the screw to the tip of the driver. Don't rely solely on a the 'grip' of magnetic driver.

" With the lid off, the back of the instrument panel can be seen firmly against the heater air ducting. There is no need to remove the ducting, as the manual suggests. Refitting it, especially over the facia vent, was the fiddliest part of the job first time around. The ducting is pliable and can be left in situ. I unbolted the steel cable at the driver's door pillar to give a bit more leeway. Leave the wiring in place until the instrument panel has been loosened (two inboard screws at the top). The panel sits on two rubber feet. To avoid losing them in the abyss, carefully lift one side at a time and extract the feet via the front. Replace them in the same fashion after the wiring has been reconnected. I added a drop of superglue to each just in case we go there again.

" The panel can now be safely lifted and manoeuvred to allow removal of the wiring. If I remember correctly, there are seven connectors. The two vertical strips at the sides and two horizontal ones at the back are easily removed by squeezing the end clips. They audibly click back into place. There are two 'block' connectors at the back; the lower of the two needs a bit of teasing. The block to the EDU is the trickiest. It has one clip at its inner end. The outer end is hooked through a socket in the casing forming a hinge. It may come away in one go, it may require a little patience. The same applies when refitting.

" Finally, don't forget to re-clip the cable to the underside of the dash lid when refitting it. Believe me, it's easily done."

*Dave Garnett*

## New registrations

Name	Area	Mem No.	Model
Sally Atkins	Worthing, West Sussex	19519	CSE Anniversary
Kevin Crolley	London, SW1	19699	Aero
Dale Cryer	Littleborough, Lancashire	19740	Aero
Jessica Bannister-Pearce	Aberdare	19755	CDE LPT
Brian Hollings	Sheffield	19768	CDE

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# 9-3register



## Covered in mud at GlastonSaaby

I have received a lot of post and registrations for this edition of 'Driver'. I do apologise if your letter has not been printed, but I will include it in the next edition of 'Driver'. Also, I would like all 9-3 owners who have registered their cars with the Club, to contact me with their personal details, vehicle registration number and Club Membership number. I am in the process of creating a database that will allow me to keep track of registered vehicles.

### SOC National 2007 - Uttoxeter Racecourse

Preparing both my 9-3 and 99 Turbo for the National? Two days. Having both cars covered in mud? Two minutes. As you may have guessed, this year's National was a washout, however that did not dampen the spirits of those who camped and attended. A 'Glastonsaaby' if you will? Appalling weather on Friday evening, damp and overcast on Saturday and by some minor miracle, sunshine on Sunday.

I for one thoroughly enjoyed myself and it was a pleasure to see many Saabs on display in the warm sunshine. Traders still arrived with lots of spare parts, mainly for the older models but bargains for the later models were available.

On display were four 9-3s and these were a 9-3 Aero Convertible, a 9-3 Viggen, my 9-3 TiD SE, and a 9-3 HOT Sport SE. The latter of the four is owned by Mick Matthews (16145). Well done to Mick as his 9-3 was voted best in class. Mick bought his 9-3 from nearly new with 200 miles (the car being registered in 1998). The car has the usual extras like leather and wood but has been modified to include the

following: lowered and up-rated suspension, up-rated brakes, full stainless steel exhaust, larger turbocharger and a custom ECU map performed by West Midlands Saab. Mick received an etched glass trophy for his troubles and a well-deserved award it was too. Well done!

It was nice to put faces to names and it was a pleasure to meet and speak to so many nice people interested in Saabs.

And finally, a big thank you to the West Midlands & Warwickshire branch of the Saab Owners Club for hosting an event in such adverse conditions.

Mick Matthews, 'It's hard work keeping it like this!'

### Post

Jacqui Wright has registered her new 9-3 with the Club and writes:

"This is my first Saab and I am a serious convert. Although I went into the showroom for a nice, sensible saloon, I could not resist this beautiful car. As an Anniversary model it has a raft of extras anyway,



but I added parking sensors (as the car is a lot longer than my previous car) and the Diamond Brite body protection. My love of driving has returned with the purchase of this car!"

Graham Ballantyne has registered two 9-3s recently. This is Graham's twelfth Saab and he also owns a recently restored 1976 96 V4, which as Graham describes is 'by far the best fun to drive.'

Alistair Philpott (V4 Registrar) has written to me to advise he has now moved on from 9-3 ownership after selling his Aero. Alistair now has a 9-5 Aero Saloon.

### Viggen Rebuild

Neil Brightman has recently registered his 9-3 Viggen. The car has a host of performance upgrades including a full three-inch exhaust system, induction kit, turbo intake pipe and Forge intercooler to help improve performance. Unfortunately for Neil, his engine seized whilst participating in the SOC track day held at Croft in June. Having bought a replacement engine for rebuilding, Neil is currently working towards an engine that is both powerful and reliable. Updates on Neil's progress in later editions of 'Driver'.

### Car Update

In the last edition of 'Driver', I commented on possible causes of wobble and unsettled rides that some 9-3 owners are experiencing. The rear axle is the next point I would like to cover.

The rear axle fitted to the 9-3 (model years 1998-2002) is a fixed unit that can warp over a period of time. This makes camber settings incorrect with noticeable wear occurring on the inside edge of the rear tyres. A new axle will cost the earth, however I have found a company in the USA that manufactures rear camber shims that would hopefully eliminate the wobbling. If not, it would at least save the premature wear of tyres. I am in discussion with a UK supplier at the moment to try these products.

It was also brought to my attention at the National that it could be the wheels fitted to the vehicle. I have 17-inch Aero wheels fitted and I wonder whether a smaller rim suffers less from an unsettled ride? Any information from owners would be appreciated.

*Hope you have enjoyed the summer holidays.  
Scott*

**“** This is my first Saab and I am a serious convert. Although I went into the showroom for a nice, sensible saloon, I could not resist this beautiful car.

### New registrations

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

**Waverley Johnson** (19747, East Sussex), Dark Blue 1999 (purchased June 2007) 9-3 Convertible.

**Andrew Williamson** (19711, Newcastle-Upon-Tyne), Red 2000 (purchased May 2007) 9-3 Turbo SE. This is Andrew's first Saab, having owned his last car, a Volvo for 17 years.

**Gordon Watkins** (19690, Morecambe), Metallic Grey 2007 9-3 Sport.

**Noella Mauger** (19772, Great Torrington), Silver 2000 (purchased April 2007) 9-3 Convertible Automatic. Noella's husband Simon also owns a 9-5 Estate.

**Neil Brightman** (19623, Loughborough), Blue 1999 (purchased February 2007) 9-3 Viggen (see Viggen Rebuild). Neil's previous Saabs include two 900-sensonic coupes that had both been converted to manual transmission.

**Graham Ballantyne** (10520, Aberdeen), Steel Grey 2001 (purchased June 2005) 9-3 Aero Convertible and a Steel Grey 2003 (purchased June 2007) 9-3 LPT SE.

**Terry Wescott** (10463, Tickenham), Smokey Grey 2004 (purchased June 2007) 9-3 Aero and a Dark Blue 2000 (purchased June 2007) 9-3 SE.

**Jacqui Wright** (19785, Wellingborough), Parchment 2007 9-3 1.9TiD Vector Convertible with Anniversary upgrades.

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is no answer, thanks!)

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## V4 Convert...

Well, as I predicted last time, Gordon Brown is the new (by the time you read this quite old) Prime Minister. This was pretty well guaranteed so please don't go asking me for racing tips or psychic readings.

One thing that was a bit of a long shot last time was the possibility of getting a convert from the V4 Register. Well without wishing to brag too much I think getting the V4 Registrar to join the 9-5 Register is just about as high as we could aim. And here he is...

Alistair Philpott this month registers his 2003 Aero in Silver and had this to say:

"I replaced my much-modified M02 9-3 Aero Coupe with an M03 upgrade spec Aero saloon with F&R heated seats, electric front seats, park assist, autodipping rear view mirror as standard and with a CD changer added.

"I'm about to fit V6 Aero 5-spoke 7.5x17 offset alloys, I also have a carbon fibre dash to fit, and I'm still debating whether to modify it or not... possibly a Maptun Stage 1 ECU to give it more low-end torque, though I quite fancy a 300bhp fire breathing monster, but perhaps not the tyre/gearbox replacement bills!"

Really pleased to here about your change of vehicle Alistair. (I think we can take this as a result from the 9-3 Register and the V4 Register all in one!) Please do let me know what you end up doing to it and send us a photo. This has to be a potential 9-5 of the decade.

Danny Houghton also joins the register this month with his Aero:

"Just thought I'd drop you a line to let you know I have recently changed from my year 2000 (bought 2004) 9-3 Aero Hot to a 2.3 Aero Hot 9-5. I purchased the vehicle from my local Saab garage (which has been dealing with me on and off since the 1980s) at the end of May this year.

"The car is in a Metallic Grey (not sure what the Saab name for it is) with some very pretty alloys, and has all the usual toys such as CD changer, air con, phone mount, leather and such which I think is part of the Aero spec anyway. When I bought the 9-3, although it was pretty quick, I said at the time that a little more power would be nice. Well, the 9-5 has that and it goes like stink! So far I am extremely pleased with the car in terms of the space it gives, the smooth and quiet ride on long journeys, and the acceleration available when you need it. I hadn't thought of a 9-5 before as my garage is quite small and I thought it would be too tight a fit. However, although it is a very tight fit (thank God for folding wing mirrors!) and careful parking is needed, it is well worth it."

Thanks for letting us know about the change, Danny. It sometimes takes a shoehorn to move up to a 9-5 but you are right, it is well worth it.

Another new one for this time is Jim Power:

"It is a 98 2ltr SE auto in Scarabe Green with leather, walnut, Aero exhaust and quite a lot more and really belies its age. The only major problem was the turbo blowing just after I bought it from my son-in-law, most embarrassing for him, but quickly sorted out. As it had been main dealer serviced from new this was most annoying when we found out that the service spec was only for semi

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Alistair Philpott's 2003 Aero

synthetic oil. I have since found out they now use fully synthetic, which I have always used on my previous cars (9000SE and 9000CS turbo S). Needless to say since this time I have done my own servicing and upgrading of bits and bobs (helped by details on the internet). The car drives very well but I still miss the performance and handling of the 9000 CS. Keep up the good work you do on the register as the mag goes from strength to strength."

Thanks for the comments about the magazine, Jim. Good to have you on board.

Rick Heslop e-mailed this month:

"I have recently joined the Saab Owners Club and read with interest the July/August 9-5 register pages where people recount their experiences of their 9-5s. Here is mine.

"My car is an X-Reg 2000 year 9-5 3.0 V6 Griffin Estate in Metallic Green. It is wonderful!

"I had a 9000 (M-Reg CD-XS) before and bought the 9-5 in February 2003 with some 75,000 miles on the clock. It had one previous owner apart from Saab leasing. It is loaded with goodies, including electric sunroof, leather upholstery throughout, cooled (and heated) front seats with electric adjustment and memory, park assist, radio/ cassette/CD player, auto dimming mirrors, front fog lamps, walnut fascia and steering wheel, reverse tilt rear view nearside mirror, etc. The car has automatic transmission, which was good for my job then as I did a lot of crawling in traffic to and from work (Nottingham is like that).

"The car has now done 165,000 miles on the clock and has only let me down twice, once when a coil pack failed (I had them both replaced and then got the recall notice from Saab and so got my money back... brill!) and more recently when the crankshaft sensor failed and so the car would not start when hot (embarrassing when the tow truck turns up and it starts straight away!). The original exhaust only gave up the ghost at 150,000 miles. The SID started to lose pixels so that was replaced with a recon unit from Neo Bros (excellent service guys). The car has been serviced religiously every 6,000 miles and now uses only a litre of oil every 1,000 miles or so. I've had all the discs replaced once plus one front wheel bearing. I should think about replacing shockers and springs now but there is no obvious sign of wear.

"The only other issue is the engine management light is on and the man with the Tech2 tells me it needs a new cat. The Saab main dealer I went to quoted me £1000 for a replacement. Needless to say I haven't had this done at this price as it has passed its last MOT. This is my big concern. What do I do? I haven't been able to

# 9-5register

source a second-hand cat as yet. Should I keep going so long as it passes its gas test at the MOT or should I get another CAT, but where from? Any thoughts, chaps?

"The other issue is how do I replace this wonderful beast? Do I need to? Shall I just keep it going and go for broke and 200,000 miles. It's worth more to me than it is as trade in or private sale with that many miles on the clock. I'm at a loss! Any advice greatly appreciated. I should get along to a local area meeting and see what others think.

"That's my story so far. Any feedback welcome, if you do that sort of thing."

Thank you for your e-mail Rick. I hope some of the contacts that we e-mailed to you were of use. If anybody has a second-hand CAT (for the car rather than pre-owned feline) please do let us know and we will put you in touch. I believe there are 9-5s out there with 200,000 miles so give it a go!

Steve Graham e-mailed us with:

"When my 9-5 3.0 TiD returned from its 78,000 service, the temperature read out on SID was in Fahrenheit rather than the usual Celsius. That was a minor point.

Of more concern was the mpg had plummeted to the mid-30s from a usual 44 or 45 more on a trip.

"Despite my careful, economical driving, it wouldn't go above 39. So, I called my main agent garage for enlightenment. Unfortunately, no luck there, nor indeed anywhere else.

"It was only when I altered the SID readout back to Celsius that I realised what had happened. Somehow in the service, my car had been switched to US measurements, so my mpg was for US gallons. Once the change back to imperial had been made, all was well."

Thanks for the tip Steve. Having once owned a car that drank like Oliver Reed I know how frustrating it is to be driving everywhere as slow as possible and still not get the mpg you would like! I think this is one for us all to check after a service.

Jim Smith has a bit of a problem and could do with your help:

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



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

"Having had a DI go in the 2000 I carry a spare rail. However, although (as I understand it) this was the initial failure it didn't help as to my surprise the catalytic converter had blown due to the failure of the fuel pressure regulator failing (part 4770400) blowing the CAT. I bought the car (1999 standard 2L estate) with some 79,000 shown on the clock on 7 July last year with a 12 month guarantee I am currently trying to get my garage to contribute to the bill. We have previously requested information regarding oil problems with 9-5s and loads of you have helped us out. If you have any information that may help relating to DI problems please do get in touch."

Please do let us know what happens Jim.

Nigel Masters also joins the register with his Blue 2.3lpt SE Estate. Welcome to the register Nigel.

Simon Mauger wrote to let us know that both Simon and his wife had bought Saabs (hers is a 9-3 Convertible hasn't stopped

raining since the day of purchase).

"I am very pleased with my 9-5 Estate quite high mileage, but very good condition and it drives beautifully."

That's a 9-5 Simon! The 9-5 is a 2.3lpt SE in Green Silver.

And finally BMW surprising Tim Buxton has registered his 9-5. The family has registered their 2002 Silver Aero Estate which certainly seems to have the thumbs up from his daughter Julia who loves the heated rear seats. Heated front seats are rare enough on a Saab these days so hang on to this one!

We are beginning to get a few details coming through on the 9-5 of the decade and will hopefully print some next time. Please do keep them coming in – and pictures, Ed. As a bit of a preview, the comments we have had so far seem to point to the Aero and this month's registrations would certainly confirm it is a contender. I know there are lots of you who would favour other models so let us know what you think.

Many thanks to all of the contributors this time and please don't forget to vote on the 9-5 of the decade. Make your vote count, your register needs you!

Tim

## 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 provides a VAT invoice along with the formal guarantee.

Members' prices include 17.5% VAT and delivery UK Mainland. Quotations supplied for deliveries elsewhere.

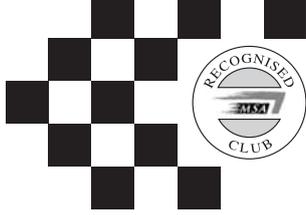
Systems are also available for a wide range of other makes/types of vehicle. A range of Stainless steel clamps is also available at £5.25 each including VAT plus, if sent separately, p+p £3 per parcel (Excluding turbo systems).

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

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



# Saabsport

## Weardale Navigational 10 March 2007 Rally

This event was the second 'navigational' rally my 'new' co-driver, Keith Simpson, and I competed in. Although obviously hopeful, we were realistic enough to realise that we were unlikely to repeat our result on our first (12-car) event together that we won, there being a rather stronger field driving, in the main more modern and powerful cars.

But, hey, we were there for the fun of a run out in the 96! As last year, we entered the 'Historic' Class; four cars in all again, our Saab V4, an indecently fast Austin A40, the Saab 96 of Nigel Cardale and a rapid Hillman Avenger (which alas failed to finish due to gearbox problems).

The event was similar to last year in that there were two classes, Expert and Intermediate, whose whole route was defined by Plot & Bash, but for the Newcomers and Historics the first half was pre-plotted on to our maps, leaving only the second half to be done 'on the move'. We were more than pleased with ourselves in that we stayed on the correct route all night, although rustiness in plotting on the move did lead to us

losing a few minutes when we had to stop to sort ourselves out.

This time there was none of the snow and ice that dominated the 2006 event, with the evening being dry, cool and very windy. (At least it was dry for us, although apparently some marshals hit heavy rain moving from one control to another.) A devious and complex route had been laid on, mainly in the narrow lanes of the upper Tees valley, and this had both crew and car working hard to try and keep reasonably to time. A multitude of Code Boards had to be noted, and these proved to be our downfall as we missed two of them, penalties for missed boards counted for heavy penalties compared to time penalties.

At the end, results were rapidly computed showing us to be third in Class, but certainly not last overall, the winning crew having excelled themselves with a totally clean sheet. The important thing was that we'd had a thoroughly good evening and look forward to more of the same!

*John Wood*

## Cumbria Classic Rally 1 July 2007



It was great to return to Penrith to compete once again in the Cumbria Classic Rally, this time being ably assisted by Ian Whittle, from Auchtermuchty in The Kingdom of Fife, who used to co-drive for me but who hasn't been available for the past few events.

There was a good and varied entry, but with ours being the only Saab, the other regulars being sidelined for the time being due to accident damage or awaiting restoration a pity as it's not that many years since there were six V4s taking part.

A wet start to the day made me happy as a number of the tests were to be held on the truck stop lorry park where the accumulation of spilled diesel makes for better manoeuvrability for the V4. This proved to be the case as our times here were on a par with most other entrants!

We moved on to some new and some regular venues, with the car going well and recording quite good times. Unfortunately, the rain got heavier and heavier, and one venue, used twice, was on grass which became progressively muddier and muddier; indeed when we reached there for the second time the car had to be pushed through the mud just to get to the start of the test! The maximum time allowed on

these two tests, which had been set for dry conditions, became irrelevant as nearly everyone took maximums!

Another test used part of a farmyard, which may have been dry, but by the time the competitors got there it had turned into a quagmire, with a 180° turn through inches deep cow slurry. Very smelly exhausts were the order of the day for some while after! A further test, at Blaze Fell, should have been really competitive, but two sections of the road had just been 'repaired' with loads of loose and large rocks, at least one car suffered a puncture crossing these sections, and everyone had to drive rather circumspectly, thus on this test also most took a maximum.

Nevertheless, we successfully completed the route and all the tests, arriving back at Penrith for a delicious meal, and where the results were quickly computed. We hadn't looked at these too closely so were more than a little surprised to be awarded First in Class! That was a 'first' for both of us on such an event.

Our thanks must go to Wigton Motor Club for once again putting on an excellent event, enjoyed by all. Next year's can't come too soon!

*John Wood.*

# Robin Hood Rally

After a bit of a Saab layoff we decided to contest the British Historic Championship this year in the Saab 96 V4. We have enjoyed competing in a 1972 Skoda for the last two years. I enjoyed the rear engined cars over-steering RWD habits, but felt I ought to get back in the Saab before I forgot how to drive one. Craig seems happy navigating in the Saab thanks to navigating for his dad, so all looked well for the start of the coming season.

## Problem 1

Rallying is so brutal on the car that most crews have to resolve breakages during an event. You expect some issues on a rally, but ours started with the trip failing before the actual start!

## Problem 2 (it's not just us)

We were still waiting to start when Nick Pinket in his 2-Stroke Long Nose came spluttering back to the start. He had burnt a hole in a piston on his way to the first stage, giving Nick one of his first retirements in the 2-Stroke.

## Problem 3 (It's getting hot)

The first three stages were in the dark on Saturday night. We lined up for the first stage, switched on the spots and waited for the count down, 'off we go'. The stage was really rough, so we backed off a little to make sure we traversed the first stage in one piece. At the end of the stage the temperature gauge was into the red. The next stage was in the same forest complex, with only a short link section between the two stages. It was here that we decided to use some of our penalty-free lateness to let the car cool down.

We still had to start the stage with the temperature too high and it rose as the stage went on. We had no option, but to slow down and run in a higher gear and switch the spots off to try to cool the engine down.

## Problem 4 (It's positively so hot it's on fire)

We ran out of fingers to count the number of cars parked at the side of the road with problems. I am sure I saw such rarities as a three-wheeled 911 and a Datsun upside-down cake, along with a lesser spotted grey crested Anglia.

At the stage finish as Craig handed our time card in, I looked at the Escort in front, which had a glow underneath it. Just at that point the crew lifted the bonnet up and a six foot flame licked up from the engine bay. We rushed to give assistance with our fire extinguishers. It was a fuel fire and the crew had killed the power to the fuel pumps and dropped the bonnet to starve the fire of oxygen. The extinguishers were blasted under the

engine bay and through the grill to put the fire out.

With the night stages completed we headed back to service for some head scratching as to why the car was running so hot. All we could come up with was that the lights were causing it. These were removed before the car was driven into parc ferme, ready for the following day, daylight stages.

## Problem 5 (leading to problem 5.5a)

I came up with another theory for the overheating in the night. The fan belt could be slipping causing the water pump to run a little slow. As soon as we drove the car out of parc ferme on Sunday morning, we stopped and Craig and I jumped out to tighten the fan belt. All the service crew could do was watch, as they can only assist during a designated service stop. We did pull up next to a pile of correctly sized spanners found on the floor, strange what some people throw away!

On stage 4 the engine started to misfire around 3500-4500 rpm, then later on in the stage the clutch started slipping from 4500-6500 rpm. Since the engine is off cam below 4000rpm, this made progress a little slower than we wished.

At the next stage we lifted the bonnet to find half the gearbox oil had been splashed over the engine bay via the clutch, which explained why the clutch was slipping. We could not find any reason for the misfire though.

## Problem 6 (psychopath on the loose)

At some point in the day we managed to fit some driving in and I had forgotten just how much work a 96 is to drive down a forest track. The car weaves from side to side and the back tries to bounce all over. I remember that unlike rwd cars, where you can use a smooth driving style, a 96 requires the touch of a psychopathic axe murderer. Ideally you need to have no concern for your or anyone else's safety and find close scrapes with trees a joy. Most 96 rally drivers can be found foaming at the mouth at the stage finish. Oh problem six, the side window broke.

## Problem Err (we have run out of problems)

Now on to the last stage, we set off from the start which was manned and womaned by Slaithwaite Motor Club, my local club (hurrah). By the mid-way point we had caught up with a red Escort and since this was our last stage we decided to pace ourselves 500 yards behind it. We did not want to get tangled up with the car in front on the last stage of the rally. This we managed to do until the last mile of the stage when I could not resist catching the car in front, which we did over the finish line.

Job done, we had made the finish which a lot of crews had failed to do. To top it off we won the 'Reg Morris Best Saab Trophy', commonly known as the Parker/Harrison Trophy, since they have won it so many times.

Thanks to our service crew and our fathers for spannering and to our sponsors 'The SOC', 'The WAXworks', 'Helliwell Farming and storage' and 'The Saab Surgery'.

*Driver Richard Simpson  
Co-driver Craig Wallace*



# Saabsport

## What dreams are made of



### Castle Combe – Saloon Car Championship

Having reached the fine age of!! I thought it was time to have a bit of fun, (living the dream and spending the kids' inheritance), being a keen follower of Motorsport for over 33 years and being the owner of Saabs for the last 25 years from an early 99 to a 900 cab and a 93 race car. At one point all members of my family had a Saab.

The dream soon became reality, after getting permission from the boss Carole (my wife) and a conversation with the boys at South Wales Saab Specialists, (my lovers) the ball started to roll and it has not yet stopped.

One of my local circuits is Castle Combe, and not being able to fit in a single seater it was always going to be a saloon car, and the Saloon Car Championship.

The Saab 93 LPT was bought on a well known Internet auction site and then the work started, stripping everything out all bar the driver's seat, then the problem came of a roll cage, so I let my fingers do the walking through the RAC Blue Book and found caged, all done and ticked off the list. Now, to make it go round corners, with the aid of Leda coilovers springs and adj shocks.

Then off down to the pub to think about the engine and how much BHP we will need and the best way to get it, yet again the boys at SWSS worked wonders. A new Turbo, a 3" exhaust and intake pipe, a new free flow intercooler and silicone pipe work helps it breath easy.

Then came the tech stuff of fuel pressure and ECUs, (see Gareth, Phil & Steve).

Now to make it stop, with four pot callipers, grooved discs and Frodo pads, that'll do.

A lot of late nights to meet the deadline of 9 April and the Husqvarna Retro Raceday, Round 1 of the nine Round Championship.

#### Round 1

##### 9 April - Raceday

The day we had all being waiting for, a 5.00 start with a lot of fog about, (bar the occasional deer), all going to plan, arrived at the circuit about 06.45, set up, and off to sign on and get the car to the RAC stewards for scrutineering all passed with a noise of 94.5 dbs, too good to believe, but all

down to the preparation.

The sun then came out for qualifying and it stayed out (red faces all round).

Combe is a 1.85 mile circuit which I managed to do in 1 min 29 sec with an average speed of 74.002mph, but still 13.086 sec off the leader, put me 29 on the grid of 35 starters. Well pleased with that, as it was the first time for all of us, but still room for improvement. (Just like my old headmaster used to say.)

Then came the race itself, all so different from watching in the stands. We all said it, I can do better than that, then the lights go out and all hell breaks loose and it's a charge down to Avon rise where the car goes light, then heavy, then light, then turn right, oh, oh yes don't forget to brake. All round the first corner safely, that's what we like. The car performed very well throughout the race and I was able to have a good dice, good fun and a great day, and brought the car home on the trailer in one piece. Great result.

Just a last few words to say a BIG thanks, to all who helped over the last year or so.

Carole for letting me out to play.

South Wales Saab Specialists.

And Stuart (son No 1) for getting hold of a trailer from work.

Photos on the day by Blakes Photographic Services.

#### Round 2

##### 7 May - Springtime Raceday

Since Round 1 not much to do to the car. I had a track day at Llandow Circuit, we had a lot of track time, changed the settings just to see what difference it made, what we learnt was that Llandow is very hard on tyres but good fun.

Well Round 2 was soon upon us and another 5.00 start. As it was the 100th Castle Combe Saloon Race we were first race on the programme, which meant we had to sign on at 07.00 to 07.30 then to scrutineering once again no problem with the car.

We left Cardiff in strong winds and heavy rain, hoping and praying that by the time we crossed the Severn Bridge we would have left it all behind, but no such luck.

Arrived at Castle Combe at 06.30 still raining, but no time to

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



Mike Wilson at the Castle Combe circuit in his Saab 93 turbo  
Photo© www.angleviews.com

waste, we had to find a place to park and put up the Shelter, (next on the list is sides for the shelter) still got wet.

Before qualifying in the wet, we had to get some rain wizard to try and stop the screen from misting up, without much success I must say. First time in the wet not being able to see much through the screen let alone through the spray, scary stuff (these F1 drivers doing 100 and silly mph in the rain, must have different eyes to me), but still managed to put the Saab 93 in 29th place on the grid, the same as last time.

The best lap time I could do was one minute 50 seconds and the best average speed was 60.229mph. On pole was Mark Harrison in a Mitsubishi Evo with a one minute 31 seconds lap time, with an average speed of 72.747mph and then came Tony Dolley with the drive of the morning in a Peugeot 206 GTi in one minute 32 seconds mixing it with the other 4wd cars and beating them.

With it being the 100th race we had to form on the grid at 12.15 for a F1 style grid walk before the race at 13.00. The sun came out for the race and the rest of the day, the race itself went OK, I finished 25th out of 35, should have been 24th but got mugged on the last lap by Wayne Osborne in a Peugeot 205GTi by one second.

Having the odd problem with jumping out of third gear on the approach to Camp Corner is not what you want as it is one of the fastest corners at Combe.

The week before the race I had a long chat with Malbrad Saab and Abbott Racing about the car and which LSD to use. Ed from Abbott Racing was a great help with his tips, and gave us some things to think about before the next race, pulling on his past history of racing at Castle Combe.

So for the next race on 28 May, The Classic Saloon Raceday Pre 93 Touring Car Challenge, Post Historic TCC, Classic and Historic Saloon Car Championship and the third round of the Castle Combe Championships, we have a new Quaife ATB, diff and a new gearbox to play with so let's see what difference it makes.

*Mike Wilson*

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# Classifieds

## 95 V4

95 V4

1970. Beige 80,000 miles, very clean and tidy throughout, solid body, good chrome, good tyres, runs well and everything works, garaged. MOT July 2008, TAX exempt. £1,500 ONO.

Tel: 01697 320048 (Cumbria).

## 96 V4

96 V4

1969. Sadly 'Green Granny' must go. All original, engine at 172,000 miles and still in use. Now needs more TLC than I can give. Ideal for full restoration. Offers sought around £850. Tel: 01798 875352 (West Sussex).

96 V4

1974. One of the best V4s in the country. Two owners. Taxed, MOT May 2008. Verona Green, owned for 12 years. Complete restoration, genuine Saab parts used, professional respray to concours standard, original looks with no extras or accessories fitted. New underseal, parked in dry garage. For sale due to house move. £4,500 ono.

Tel: 0161 4272422

(Greater Manchester).

96 V4

1978. Orchid white. Lovingly restored, totally cleaned and resprayed. Four new wings. Recon front brake calipers. New discs and pads. Brake pipes. Rear brake cylinders and shoes. Good tyres. Most hoses replaced. New clutch and release bearing. Good engine and gearbox. Just needs final TLC, trims etc. Will start and drive, but not yet road legal. Perfect for dedicated Saab owner. Sensible offers in region of £2500. Tel: 01904 341682 (York).

## 99

99GL

1983, 5 speed, 'Y' plate, 4 door. SORN and no MOT. Many new parts fitted, steering rack, front brakes, rear discs, and alloy wheels all good condition. £400.00. Tel: 01782 878405 (Stoke-on-Trent).

## 99GL Saloon

1982, White, 4 door. Low mileage 63,334 miles. One lady driver since new, garaged. No Tax or MOT since 1993. Full service history. Also Haynes Saab 99 Owners Workshop Manual. Reasonable offer invited from keen Saab 99 enthusiast. Tel: 01363 775488 (near Exeter, Devon).

## 900

Classic 900 Turbo



1989, 3 door 8V hatch, Rodenite Red. Apart from dealer demonstrator, two owners from new, 55,100 miles only. Mechanically and cosmetically in superb original condition, with no rust and maintained to a high standard, with service book. SOC Concourse winner. Too many Saabs, so this one has to go to a good home. Can e-mail photos which were taken for insurance valuation. £4495 ono. Tel: 01236 752089, Mobile 07967340154 or e-mail Paul.Mills@tannoy.co.uk (North Lanarkshire).

## 900i Saloon

Spares or repair – photos available. MOT failure due to body rust. 2 door 1984, manual gearbox, 135,000 miles. Alloy wheels, very good tyres, new clutch, slave cylinder, new front brake pads. All offers considered. Tel: 01692 403223 (North Walsham).

## 900 2.5 V6 SE Auto

1995. Red. Mileage low for the year. MOT November 2007. Very good condition. Serviced by Gordon Lamb since new. £650. Martyn Joyson Tel: 07917731226 (Derbyshire).

## 900i 16V LUX

1992, 'J' Reg. Dark Embassy Blue, 3 door hatchback. Electric sunroof and windows. Tinted glass, bodywork good condition. MOT and Tax January. Very

reliable. 203,000 miles, same owner for last six years. Garaged, but now no space to keep. C/W HPI Certificate. £950 ono. Tel: 07977470939 or e-mail: paul@paulbarton.tv (London).

## 900 Turbo

Convertible Auto, 1990. Talledega Red, tan leather seats, recent new hood, radio, 10 CD changer, cruise control, air conditioning, immobiliser. 67,000 miles. Taxed and MOT December 2007. £5,250 ono. Tel: 020 83402176 or e-mail: gordonwilson@southwoodlane.freeserve.co.uk

## 900S Saloon

Reg M707 YVF. Red. Mileage 150,000+. One previous owner, John Douglas Campbell, RIP, formerly living at Sheringham, Norfolk, and a Member of the Saab Owners Club of GB. We are of an age when this fine vehicle has become too large for us, and would hate to see it taken for scrap. Not that it has reached that stage yet. MOT November 2007. Service history. Restoration. Tel: 01263 732370 (Cambridgeshire).

## Two Stroke

Bull Nose Sport

1963, White, LHD, very nice condition. MOT June 2008. A rare car. £6,950. Tel: 01732 863955 (Kent).

## Bits & Pieces

900i Saloon

Range of spares – towbars, heater matrix, fuel injection assembly, external mirrors – much else. All offers considered. Tel: 01692 403223 (North Walsham).

9-3 16 x 6.5

Alloys from 2001. Yokohama tyres, excellent condition, five-spoke design, tyres less than one year old. £250 complete. Tel: 0161 4067068 (Stockport).

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Rear spoiler from 1998 to 2002. Brand new in box with all fixings

and fitting instructions. £40+P&P. Tel: 01224 324810 (Aberdeen).

## Used V4 1700cc

High pressure crank shaft - £200. Standard V4 1700cc crank shaft - £150. V4 twin choke inlet manifold - £60.

Tel: 01424 713927 (3.00pm-7.00pm ONLY) (Hastings).

96 V4

Headrests with rubber cushion inserts, good condition – £40 ono. V4 gearbox taken from car scrapped because of rusty bodywork – £45 ono. Set of four overriders for V4, chrome with rubber inserts. NOS – £80 ono. Tel: 0161 4272422 (Greater Manchester).

16S Turbo

'H' Reg. Lucas 14cu Control Unit Part No.9117789/Lucas 5 AM airflow meter 73350A/Lucas Ballast resistor/throttle. Switch Bosch 0280 120 300. AIC actuator (Lucas). All still attached to wiring loom. Electric aerial Z5, tailgate glass Z0. £200 offers. Tel: 01904 763582 (York).

New Shape 900 or 9-3

1998 to 2002 roof bars. 3 door type. Good condition. £20+P&P. Tel: 01224 324810 (Aberdeen).

## Miscellaneous

900 GLE

1980, 5 door in Metallic Blue. Two owners from new and all original with genuine mileage 105,546 with original football alloys and steel road wheels for everyday. Taken off road in 1986 and dry stored on blocks since, generally in very good condition.

Some Saab spares. Sonett 111 V4, 1972, football alloys, full unleaded engine and imported from USA 1988. Imported as runner but needs rebuild for MOT so not UK registered. No further Customs charges due.

Saab workshop manuals for 900 and copies of 'Driver' from 1980s to early 1990s. I am disposing of all things Saab and am open to offers together or separately. Tel: 01234 342630 (messaging service) (Bedford).

## 'Saab Driver'

Old magazines FREE 1998-2006. Collected from following address: 47 Hangleton Road, Hove, Sussex. Tel: 01273 416653. (Sussex).

## Oil leaking from Distributor

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

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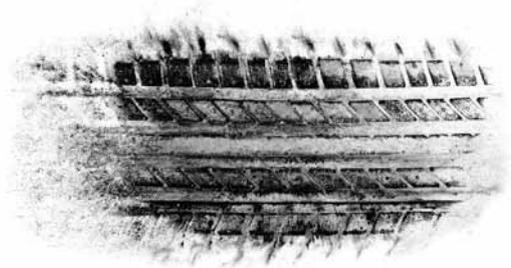
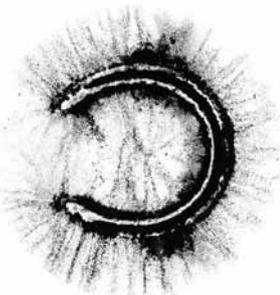
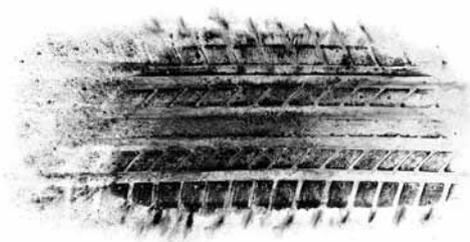
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## More horsepower. And a smaller carbon footprint.

**Release the power of nature.** With the revolutionary Saab BioPower range you can drive with a cleaner conscience. However, there's no compromise. You can enjoy an exhilarating 20% extra horsepower when fuelled by bioethanol (E85). It's a fuel made from natural crops that reduces CO<sub>2</sub> emissions by up to 70%. What's more the Saab BioPower range can still run on unleaded petrol, or any mix of the two. **For the best of both worlds call 0845 3009395, text 'Nature' to 84464 or visit [saab.co.uk](http://saab.co.uk).**

Saab BioPower



move your mind™

Comparison between 9-5 2.0t BioPower and petrol engines. Saab BioPower cars use a flex-fuel engine, which can run on bioethanol E85 (85% bioethanol, 15% petrol), petrol or any mixture of the two. When running on E85 engine power is increased by up to 20%. Bioethanol consumption does not significantly raise atmospheric levels of CO<sub>2</sub> because the CO<sub>2</sub> which is released when it is burned is counter-balanced by that which is removed from the atmosphere by photosynthesis when growing crops and trees for ethanol production. Saab estimates fuel consumption on bioethanol E85 to be approximately 30% higher than when running on petrol when tested according to the EU cycle.