

JANUARY/FEBRUARY 2009 ISSUE 1 £5.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



## INSIDE

SAAB NEWS  
Saab for sale

MEMBERSHIP CHALLENGE  
Sharing the experience...

MOTORSPORT  
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FRONT COVER: A seasonal photograph of a Saab 9-5

Please state your Membership Number on all correspondence

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Register articles to respective Registrars. (See individual Register Pages.)

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## DEADLINE DATES FOR CONTRIBUTORS

Mar/Apr 2009 ISSUE: 16th Jan 2009  
May/June 2009 ISSUE: 20th Mar 2009

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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KJS Advertising Tel: 01943 461679  
E-mail: [kjsadvertising@btinternet.com](mailto:kjsadvertising@btinternet.com)

## CLUB VALUATION SCHEME

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

Ken Dover  
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## Disclaimer

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

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Welcome to the Saab 'Driver' 2009, hope you all had a good Christmas and New Year.

Certainly 2008 has ended on a very uncertain note and everyone is wondering what the future holds for the motor industry, especially General Motors.

I for one do not intend to make any predictions but much has been achieved in 2008 and even now there is lots of positive news about new products, developments and financial assistance from the US and surprisingly Sweden for Saab.

The good news in 2009 for customers is that it's never been a better time to buy a new or secondhand Saab, falling fuel prices, 2.5% off the VAT rate and lots of retailers offering good deals for customers.

Looking forward we now have to work hard to deliver benefits from the various initiatives we have launched last year, I am pleased to say that one development is the new website which is now available to all our Members (and some new features for non Members), as a Member you will have access to:

- update your own personal details
- update your car details
- advertise free in the 'Driver' and website
- order shop items on line

There will be more interactive features – local Groups will be able to update their events etc., so it will help promote the Club both nationally and at a local level and lots more, we will keep you updated with more new developments.

As mentioned in the previous issue I intend to advise you through Steering Wheel of important action points raised at Board meetings. The main points of the October Board meeting are as follows:

- We may have a shortfall of between £5,000 and £10,000 at

Year End March 2009. Membership is our main income and it does fluctuate, especially in September which is our main renewal period. If 300 don't renew the Club is £6,000 down on revenue. With this in mind we decided to promote Membership on e-Bay in December.

- Cease advertising for the Club in external magazines for the time being (to be monitored).
- We planned a modest increase in Membership fees from January 2009.
- We are going to develop a new five year plan for all aspects of the Club including the 'Driver', advertising revenue (which needs to be increased) and with an eye to cutting costs anywhere we can.
- Compile a list of Saab Specialists and produce a directory, use this for our Members and see if we can use them to promote new Members and generate advertising revenue.

The next board meeting will be on Sunday, 25 January 2009 and if any Members have any good ideas or constructive points you would like to share with the board please e-mail or write to me.

As we move forward and grow don't lose sight of the fact that the Club continues to be run by its volunteer Members for Members and that the elected board will strive to ensure that we satisfy as many Members as we can and ensure the Club gives value to its Members – (not an easy task).

Finally, we will report the National venue and details in the next edition, look at attending some of the main events already advertised, Scottish Weekend 20-22 March, Ironbridge 24-26 April, Peaks and Dales 13 June, and why not plan a trip to Holland and join the International Saab Club Meeting 7-9 August 2009. Look forward to seeing you there.

Richard Elliott

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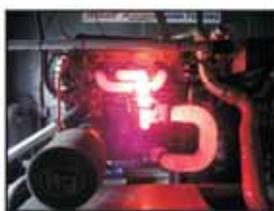
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## How to eliminate **unexpected repair bills**

The unpredictability of servicing and wear and tear costs can become a headache for all motorists, but a new Service and Maintenance Plan could be just the answer for Saab owners.

Just like household bills, the new Saab initiative puts you in control of your own running costs. With easy-to-budget monthly payments of just £49.99, the new plan effectively eliminates unexpectedly large servicing and repair bills.

Available through participating Saab dealers throughout the UK, the Service and Maintenance Plan not only covers routine servicing but also wear and tear components such as brakes, tyres and exhaust systems.

"Most motorists today appreciate the importance of routine servicing," says Saab Aftersales Operations Manager John Harris, "but it is not easy to predict how much the cost of wear and tear on your car can add up to over the first three years. Our new initiative ensures that there are no nasty surprises

further down the road."

All parts and labour costs for routine servicing and additional essential repairs to any wear and tear items are covered, including disc and drum brakes, clutches, steering joints, shock absorbers, exhausts and wiper blades.

The new Service and Maintenance Plan is designed to complement Saab's standard three-year manufacturer's warranty. It does not cover accidental or malicious damage, which would normally be covered through the owner's insurance policy.

The plan embraces new Saab cars purchased from authorised Saab dealers during the first three years or 60,000 miles of ownership.



# Saab for Sale

Several companies have voiced an interest in taking over Swedish car maker Saab if its owner, struggling US giant General Motors, decided to sell.

"There are many interested parties. I don't want to mention any specific names but there are many (interested) companies that work with development and support car production, both in Europe and outside of Europe," Jan Aake Jonsson, Saab's Chief Executive told Swedish Public Radio.

"There are many different alternatives and I don't want to go into specifics, but it's obvious the discussions we have had so far have been with companies within the automobile industry," he added.

Jonsson's comments came a day after GM said it would 'review' the future of its Saab and Saturn marques as it struggles to survive and restructures its business to focus on core brands.

GM, which has fully-owned Saab since 2000, said it will 'immediately undertake a global strategic review of the Saab brand' as it outlined a restructuring plan to Congress in hopes of securing some 18 billion dollars (14 billion euros) in US government-backed loans.

Germany luxury automaker BMW, Renault of France and Tata Motors of India are all reportedly potential buyers.

Another Swedish car maker, Volvo Cars, could also soon be up for sale. Cash-strapped owner US giant Ford said on Monday that it was considering selling its last foreign premium marque as it too seeks a massive US bailout.

Sweden's government reiterated that the state would not step in and take control of either Saab or Volvo, even temporarily.

"The state has no business owning car companies," Enterprise and Energy Minister Maud Olofsson told reporters.

However, she stressed that her centre-right government was 'working day and night to find a good solution' to the crisis in Sweden's car industry, which comprises some 700 companies with 140,000 employees and accounts for 15 per cent of exports.

Olofsson said she had 'been in contact with the German government' to discuss GM's situation. In addition to Saab, GM also owns German brand Opel and some models are built on the same platform.

"Saab and Opel are closely linked. We want to know what Germany is thinking," Olofsson said.

She also reiterated her call for European efforts to speed up research and development of environmentally-friendly cars.

"I would most of all like to see a change in Europe to help the car industry. This would also be one of the most effective ways to reduce carbon dioxide emissions," she said.

The Scandinavian country has already agreed research and development subsidies of 450 million kronor (55 million dollars, 43 million euros) annually for 2009-2012, up from 430 million kronor this year, and Olofsson said she was open to possible further increases.

She said further state measures to help the industry could be announced 'shortly' now that GM and Ford had announced their intentions, "but it isn't certain we'll have any answers before a couple of months.

"We will do everything we can to help these employees keep their jobs and to have a roadmap for these companies," Olofsson said.



## AA/POPULUS

# Who would make the perfect passenger?

Lewis Hamilton – perfect driver but not perfect passenger, according to AA Populus poll

Just three per cent of AA members selected Lewis Hamilton as their ideal passenger for a 100-mile journey, according to an AA Populus poll of almost 8,000 drivers.

The majority of drivers (60%) showed family loyalty by selecting their wife, husband or partner as their ideal passenger in a poll conducted to find out how willing people are to car share.

Timed before the new series of 'Top Gear' began, Jeremy Clarkson was second most popular with 13% of the vote. However males were more likely to vote Clarkson (15%) than females (11%).

Almost a quarter of younger drivers, those aged 18 to 24, (23%) opted for Clarkson as compared to just 3% of drivers over 65 years of age who instead would prefer an expert navigator or map reader in the car (13%).

### The top ten ideal passenger ratings were:

- Wife/husband/partner 60%
- Jeremy Clarkson 13%
- An expert navigator 8%
- A supermodel 6%
- An AA patrol 5%
- Lewis Hamilton 3%
- A police officer 2%
- A nurse 2%
- A priest 0% (37 votes)
- A boxer 0% (16 votes)

Ten per cent of males opted for a supermodel but no females made this choice.

The AA patrol was almost three times as popular with females as males, possibly due to males thinking they know how to fix cars.

Males were more likely to opt for a priest in the front seat but very few thought they needed divine intervention. Only 16 drivers surveyed opted for their own in-car protection in the form of a boxer and only 2% would prefer to have a police officer in the seat next to them.

The fact that just 8% opted for an expert navigator or map reader suggests that most drivers rely on sat-navs or indeed their partners for putting them on the right route. Older drivers were more likely to need the map reader.

Having a trained medical person such as a nurse in the front seat only appealed to 2% of drivers and showed no differences between the sexes.

### Regional differences

Jeremy Clarkson was most popular in Northern Ireland and the South East.

Lewis Hamilton was most popular in London.

A supermodel was least popular in the South West and Northern Ireland but most popular in Scotland.

Drivers in the North West were most likely to opt for a police officer.

The AA patrol was most likely to be needed in Northern Ireland, the Midlands and the North West.

A previous AA survey found that almost half (47%) of the population are now considering car sharing, despite only one in ten (11%) people admitting to currently doing so more than once a week.

### AA comment

Commenting, Edmund King, AA president, said: "Lewis Hamilton is probably the perfect driver but few chose him as the perfect passenger. At first we were surprised that only three per cent opted for the Formula One World Champion, Lewis Hamilton, as a passenger but on reflection most people would rather have him as a driver and perhaps would feel intimidated being observed by the best driver in the world.

"Car sharing is great in principle but many drivers still express a reluctance to share their personal space with anyone outside of the close family. For car sharing to increase we need more incentives such as preferential parking at work, high occupancy vehicle lanes in the right places and more workplace travel plans."

theaa.com

# Save fuel – don't crash during the crunch

With motoring costs up by nearly 20 per cent, or £277 since 2007, the IAM (Institute of Advanced Motorists) offers the following advice taken from its Advanced Driving Course which is guaranteed to save fuel and reduce wear and tear on vehicles.

**Don't crash** having an accident leads to fuel spills, traffic jams and crushed vehicles. Simply staying safe saves not only your no-claims bonus, but significant costs and emotional tragedy.

**Anticipate road conditions and drive smoothly** avoid sharp acceleration and heavy braking to save fuel and reduce accident rates.

**Stick to the speed limit** edging over the motorway speed limit to 80mph saves very little time, but it will cost typically around three or four pence per mile more. Sticking to the speed limit saves money as well as penalty points.

**Check your revs** change up so that you use the most efficient safe – gear for many cars this will be before 2500rpm (petrol) and 2000rpm (diesel).

**In a jam** when stuck in traffic, turn off the engine to save fuel and stop emissions.

**Reverse park to drive off straight away** a cold engine uses more petrol than a warm one. Reversing slowly or

shunting back and forth with a cold engine delays the warming up; reversing into a space enables a motorist to drive straight out. A car used for work and weekend shopping can save £50 a year by doing this.

**Buttons cost money** air conditioning and heated windows drain power; keep the windows clean and they'll rarely mist up. Use air conditioning sparingly but do switch it on for about 10 minutes a month to keep it in good condition.

**Shed the load** remove empty roof racks and excess loads from the boot.

**Track the trip** set on-board tracking computers to 'actual' mode to track miles per hour and miles per gallon/litre expenditure. Don't watch the meter while driving; wait until the end of the journey to monitor fuel consumption.

**Plan the route** plan the route carefully before setting off to avoid congestion, prevent getting lost and wasting valuable fuel. Take the most direct route and go at off-peak times if possible to save fuel and time. Consider car sharing, Park and Ride schemes or public transport.

**Service vehicles regularly** inefficient, under-serviced engines can reduce fuel economy by more than 10 per cent. Under-inflated tyres are dangerous, wear out prematurely and can increase fuel consumption by up to three per cent.

[iam.org.uk](http://iam.org.uk)

## SEAT BELT WARNING!

The IAM welcomes the new hard-hitting government advert aimed at raising awareness of exactly why we have seat belts in all our cars. The scientific approach to the aftermath of a crash means no one can avoid asking themselves why they don't take that few seconds required to protect themselves.

Neil Greig, Director of Policy and Research at the IAM (Institute of Advanced Motorists) said: "When you wear a seat belt you 'switch on' three decades of engineering research and allow your car to give you the full protection it was designed to deliver. It is probably the single most important safety feature in a modern car."

Statistics show that young people are much more likely to be involved in crashes where no seat belt was being worn. This leads

to a terrible toll of unnecessary death, injury and lifelong dependence, adds Greig.

Seat belt wearing rates are lower among young drivers than older drivers, lower among young male than female drivers, and lower at night than during the day:

- 23 per cent of male drivers under 20 killed or seriously injured in a day-time crash were not wearing a seat belt, compared with 26 per cent killed at night.
- 16 per cent of female drivers aged 17-25 killed in crashes in day-time were not wearing a seat-belt, as were 11 per cent of those killed at night.

[iam.org.uk](http://iam.org.uk)



NEC 14-15 Nov 2008

# You shall go to **the show**

It was on May Bank Holiday weekend that Cheshire and Staffs Group went to Catton Hall. Colin and I set up camp and the field started to fill up with all the other makes of cars. When camp was finished Colin and I had a walk around the auto jumble and then slowly walked back towards camp where we found to our surprise the West Midlands and Warwickshire Group were setting up camp. We had a chat with them and Ellie told me that he had taken over the role of running the show at the NEC. I then asked him if it would be possible if I could enter one of my cars, to which he said yes. I then went over to my 96 and got out the photos of project 95 which I then showed him. As he had a look at them the expression on his face said it all. He looked at me and said: "I want this 95 at the NEC," to which I replied, "If it is finished" because when he looked at the photos it was nowhere near finished.

The next time I saw Ellie was at the National where I asked again just to confirm that I would be going to the NEC. He said: "Most definitely." By this time I had got the engine in but it was still a long way off being finished. On the second weekend of September project 95 went for an MOT. It passed so off I went to the post office with all the documentation, what a pleasure being given a tax disc without handing over any money. With that part done I rang Steve at Winsford bodyshop as he had to do the slot in the roof at the back again. I was told to bring it down anytime, so I took it straight away and left it for them to do in plenty of time for me to pick it up before 13 November.

Time was getting on and 13 November was only two weeks away, so I rang the bodyshop and asked Steve if it would be ready. He told me to stop flapping, it would be ready for Monday. On Monday dinner Steve rang to say the car was ready to pick up. I said that I would be down in the week but when I

WHEN I GOT TO THE NEC I WASHED THE 95 OFF AND THEN INTO THE HALL WHERE I GAVE THE 95 ANOTHER POLISH AND THEN PUT IN PLACE FOR THE FOLLOWING DAYS. I HAD A GREAT THREE DAYS AND LOOKING AT THE RESPONSE OF THE PUBLIC THEY ENJOYED SEEING THE 95.

looked outside I saw the weather was fine. I booked the afternoon off to pick up project 95. When I got back home there were a couple of jobs to do. There were two new wind deflectors to put in the doors which I had made and the chrome trim that goes on the edge of the roof spoiler. On the Saturday before the NEC, project 95 had a good wash and polish and then was put back in my garage where I put on a new set of boots and the hub caps.

Thursday, time to take project 95 to the NEC for its first showing, since it had taken me five years to restore it. At 9.30am I went to pick up the trailer that was kindly lent to me, but by this time it was raining. When I got home I covered the front of the 95 with a bin bag so as not to get it covered in spray off the towing car. All loaded up and off I went. When I got to the NEC and to the right hall I washed the 95 off (in fact it was not that bad) and then into the hall where I gave the 95 another polish and then put it in place for the following days. I had a great three days and looking at the response of the public they enjoyed seeing the 95. Finally I would like to thank Ellie for inviting me to the show and all the other SOC Members who helped out over the weekend.

Chris Boffey

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

Gen  
e



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

Saab Genuine Parts are the same parts as those fitted on the production line – all engineered and manufactured to the stringent quality that Saab applies to all of its products. That's why you can be sure they meet Saab's quality and safety standards, with the additional benefit of a two-year warranty to give you total confidence.

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

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call **0845 300 9593**.

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**Parts**



move your mind™

# NOTICEBOARD

## Ironbridge Spring Weekend 24-26 April 2009

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

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

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

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

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

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

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

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

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

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

## SCOTTISH WEEKEND 2009 - 20-22 March

The Royal Hotel, Bridge of Allan, Near Stirling

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

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

Cost will be £105 per head - dinner, bed and breakfast for the weekend. Deposits of £10 each, payable to 'The Saab Owners Club of GB Ltd'.

There is no supplement for single rooms, and there are a few family rooms. There is no charge for children, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted rate, payable directly to the hotel - just let us

know. Dogs with well-behaved owners are welcome too.

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

**Paul and Elizabeth Mills**  
**'Hollybrook', 41 Monks Road,**  
**Airdrie**  
**North Lanarkshire**  
**ML6 9QW.**  
**Tel: 01236 752089**  
**E-mail: [elizabethmills@tiscali.co.uk](mailto:elizabethmills@tiscali.co.uk) or**  
**[paul.mills@tannoy.co.uk](mailto:paul.mills@tannoy.co.uk)**

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

**2009:  
Saabs in  
Holland.**

Doesburg



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

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

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

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

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

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

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

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

See you in Doesburg.

## Preliminary Programme International Saab Club Meeting 2009

### Friday 7th August 2009

Registration opens at noon.

#### Afternoon:

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

#### Evening:

- Intsaab2009 Kick-off with grill / barbecue buffet

### Saturday 8th August 2009

#### Morning:

- Breakfast Buffet

#### All day:

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

### Sunday 9th August 2009

#### Morning:

- Breakfast Buffet
- Spare parts market / Boot sale

#### Afternoon:

- Closing ceremony



## Brian's Saab journey

First, may I thank you and your team for an excellent magazine which provides me with enjoyable reading!

Whilst reading other Members' good experience with Saabs I thought I would provide a few words of my long and enjoyable ownership and usage of Saabs at work! I have spent many years charging around the globe in planes and company chariots which include Saabs.

Over the years I have used cars as a tool for my sales and marketing work, usually at high mileage. I have enjoyed many makes usually German!

During the nineties I was Marketing Director for a US IT Hardware Company with a UK base in Marlow, Bucks. The office (when I was not travelling) happened to look over the Saab UK HQ in Marlow. Whilst sitting managing the company or listening to many boring US conference calls I would look onto Saab HQ and witnessed many attractions including new cars and new models arriving. I also used to view Saab Classic Rally smokers (early 1992s) being tweaked and played with by the support team. What a nice job!

So in 1997 my German Cortina (BMW 520) was due to be changed. As the new model was on long delivery I quizzed my HR manager who I found out was a Saab fanatic! He suggested that as I had looked on Saabs for many hours out of my office I should try one.

So the next day when visiting the local sandwich van outside our office I got chatting to someone from Saab marketing who invited me to view a Saab 9000 Anniversary! So I did! They lent me one for a few hours which confirmed I needed to change from the German Cortina and the other German model with the star on the bonnet which were all on long delivery.

So a couple of weeks later (and help from my office neighbours at Saab HQ) I took delivery of a new 9000 CSE Anniversary dripping with bits, CDs and leather as the lease cost was lower than the BMW and Merc. My daily drive from Marlow back to Gloucestershire that night was very different, comfortable and joyful.

Once home in the dark my senior manager of home services (wife) took the Saab out to her yoga club and scraped it on our farm gate. So a good start! Four hours old and 110 miles on the clock and the rear arch scraped! Dinner the next evening was a real treat!

The 9000 provided me with a totally reliable company chariot over the next three years. In fact 115,000 miles! no problems at all!

The most memorable trip was to Paris. Having part of my work team based in Paris and our friends at BA cancelling flights from LHR, I had to be in Paris the same evening to meet my team and the US boss. I headed for Dover mid-afternoon and arrived in Paris for 8.30pm. What a joy! Off the ferry and fly!

The return trip was equally exciting a couple of days later complete with as much wine as I could squeeze in, all for 38 quid return. So when I needed to do the same trip again the Saab got me to Paris only a short time later than parking at Heathrow, flying, train to Paris Central etc and at a fraction of the cost! I also used the same car from Gloucester to the Hanover Fair well within a day's driving in total comfort

complete with hands-free phone. How would I describe the 9000? A Parker Knoll with five gears!

Over the years since and the end of company cars, I of course continued with Saabs. The next was a 9-3 2.0 T 2001 which flew me to Hanover on many a trip. Again well over 110,000 miles on the clock, only needing a new Turbo! Now with economics and not the need to do so many miles a 9-5 2.2 TDI Estate does the job. However, I did have to do the same Hanover trip last March and found that when wound up it would also carry me at the same pace but much less fuel.

Over the years I have used Haymill Saab and once out of Saab warranty, Economy Saab in Bristol have looked after me well. The 9-3T came from Mark Arnold in Oldbury, Gloucestershire who deals in used Saabs. He only sells Saab usually less than four years old! Try him, he is very helpful and will find you the right Saab. Also Gloucester Saab for in warranty servicing are extremely helpful.

So, now I do very few miles I hope to keep this 9-5 for many years and miles. I did even think about finding another 9000 Anniversary in good condition!

Again thanks to the Saab Club and keep up the good work!

**Brian Stanley**

## Satisfied customer

I do not usually write to a magazine, but after the experience I enjoyed with your team at the NEC in Birmingham, I felt I had to let all your Members know what a truly warm welcome I got from the SOC.

I spent a long time speaking to a very happy chap by the name of Ellie, he freely admitted to not knowing too much about the technical side of the car, but pointed me in the direction of another of your team Graham, who was equally as helpful and gave me some ideas about my car. He took time out to show me what he had done to his car, and what was possible from the 900 Turbo I own.

The stand was reflecting 30 years of the Turbo, which is older than I am. After returning to speak with Ellie I realised the passion from you Saab owners and I decided to join the Club, I took a magazine and an application form, suffice to say I have since posted my application and await my SOC magazine. I promised your team I will see you at your National Event in 2009.

Keep up the good work.

**Dan Gilroy**

## Forgettable Saabs?

Saab says it's making consumers in Britain a simple offer: employee discounts for everyone. The implication is that all consumers will now qualify for the cut-price deals enjoyed by Saab workers. 'You can save thousands,' the company promises.

Trouble is, this is a once great marque that has somehow fallen off the radar. When was the last time it brought out a genuinely new model? Can you remember seeing a newly-registered Saab recently? Me neither.

It'll take more than a few grand off Saab's current forgettable

models to solve its anonymity problems.

Hope I'm wrong, but I wonder if this is a company that will go the same way as Rover. And to think that in the early 1980s a Saab Turbo in Black, with tea tray rear wing was one of the most desirable cars.

Come to think of it, I'd rather have one of those quarter-century old Saabs than anything from the current line-up.

Geoff Wilson

### It's all in the magnets?

The photographs below shows a magnetic device fitted to the fuel line of my 1974 9-5 (94,000 miles, original engine). However it works, it has definitely made the motor more smooth and more lively. Disappointingly for me there is no evidence of improved economy so far, as that remains unchanged around eight miles to the litre, 36-37.5mpg in ordinary driving (but better than 41mpg on long journeys), over the last 700 miles.

The device was designed and is sold for agricultural vehicles, so I thought that it might be of interest to drivers of diesel Saabs.



I am told that 10% better economy should apply equally to petrol engines, using these magnets. They are pretty powerful so mind out with watches etc., in the vicinity.

I shall persist with the experiment, as it has definitely rejuvenated the engine!

Robert Hubbard

### Highly recommended

I am writing to you to let other Members know about Two Stroke Repairs (as advertised in 'Driver') which I feel offers an

excellent service in restoration work and general enquiries about Saab spares and problems.

I first met Roy Castle the General Manager at Two Stroke in July 2008. I am a woman driver of a Saab 1998 900 Cabrio and this is my first Saab.

The previous owner had taken out the original radio and my hood was looking very sorry for itself. I also wanted my Saab to return to its original features.

I am so grateful for meeting Roy as he was able to assess my vehicle and inform me what spares were needed to bring my Saab back to its original state.

I would highly recommend this service to all Members.

Jacqui Cook

### 30 Years of the Turbo – I was there!

With reference to Alan Lawley's excellent article in Saab 'Driver' on the launch of the 99 Turbo in 1978, I would just like to say I was there. Memories of that day have come flooding back and so Saturday, 18 March 1978 has a very special place in my Saab heart.

However, I was fortunate in that I had already had a preview of the capabilities of the 99 Turbo a week earlier. The local dealers in Buxton at that time were 'Rock Bay Motor Bodies' which was run by Jim Plant. Jim had two sons, James and Nigel and they did some rallying in their self-prepared 96. James was the driver and Nigel navigated. Jim suggested to James when we called at the garage that he take myself and my children Sian, Simon and Alva for a spin on to the Moors. So we headed for the 'Cat and Fiddle' at great speed – I should say perhaps almost frightening but incredibly exhilarating. Our main concern? – not other drivers, as we passed them in a blur – but sheep – why do they stand in the middle of the road?

On to the launch day at Donington Park the following weekend – everyone wanted to ride with Erik Carlsson or Stig Blomquist – so we had to make do with Tom Trana. Tom had been a works rally driver for both Saab and Volvo in the 1960s and 1970s and still did some promotional work for Saab – a nice guy but not as quick as Stig!

Jim Plant and his sons, James and Nigel, were also there and I was offered the chance to sit in with James later on in the day whilst he put the Turbo through its paces. We lapped on the limit – overtaking anything that came into view – absolutely sensational – I doubt whether anyone else was quicker that day.

Incidentally, James went on to work in the Motor Industry, a sort of present-day Stig – in fact he might even be 'The Stig'.

Many thanks again Alan for such a superb article and for bringing back so many happy memories.

Wynne Jones

### Racing cycles

As one who had close connections with proper mass start cycle racing, I can't let Robin O'Conner's letter in the last 'Driver' pass without comment on how such things are run, which may also prove of interest to readers in view of the resurgence of British cycling!

No 'proper' racing cyclist would race with lights fitted unless

they were in a 24-hour individual time trial, and I am not sure if such things even run these days! My own 900T16S as well as other Saabs had the distinction of acting as principal lead car for one of the most important single day races in the British calendar over a number of years.

Not only are at least two lead cars mandatory for a large race, but also a number of Commissaire's (judges) cars, service vehicles and the like will be protecting the rear of the race. In a race of significance you will also find police support, in our own case this would be up to six police motorcyclist outriders, while I also carried the police inspector in charge of the traffic operation. The whole moving convoy is normally controlled by radio networks, the police's own systems, for which a base station is set up in the area, a race official's network between all the cars involved, and a secondary race system linking the static marshal points along the route. Both the main networks would be operating within my car so there is plenty going on and I would be reporting hazards like horses and parked cars to the following vehicles as well as driving and ensuring the whole convoy stayed on the police-agreed route.

With the riders averaging something over 25mph for four hours on open roads and a hilly course, and, to all intents, stopping for nothing, as you can guess, things could get pretty hectic. Racing cyclists don't recognise speed limits, and can go round corners faster than a normal motorcycle, so one has no choice but to try to go as fast as they do. With a good tailwind behind them 40 plus is common even on the flat, and this sometimes even meant leaning on the horn to push the police motorcyclists forward to avoid us all getting engulfed by 60 or so riders and I well remember going through my local high street at 45 and seeing the bunch still getting larger and larger in the mirrors!

This does not tell us what was happening on the A19. but it does not sound much like a proper race!

**Richard Vigouroux-Henday**

### **Botched repair**

Readers may be interested in the following saga.

I bought a one-year old Saab 9-5 Aero Estate in May 2008. I subsequently noticed some defective paint around the tailgate brake light but assumed this would be straightforward and cheap to put right – big mistake!

To cut a long story short, I later obtained an independent inspector's report. This indicated damage to the tailgate and bumper that had been badly repaired. The paint on the bumper had subsequently started to crack.

The dealer from whom I bought the car contributed £417 towards the £1297 repair costs and I asked Saab GB (repeatedly and unsuccessfully) to make a contribution.

Why should they?

Well, because the previous owner was none other than Saab GB, who operated the car as a management car; it was Saab GB who in other words, either botched the earlier repair or chose to ignore it.

My complaint is not about the legality of any of this. I know that my contract is with the dealer; and I chose to keep and

repair the car rather than return it. My complaint is with the response from Saab GB – hiding shamelessly behind the legalities and completely ignoring their role in the botched repair and marketing of the car.

So much for Christmas goodwill, customers clearly don't count for much.

**DB Carmichael**

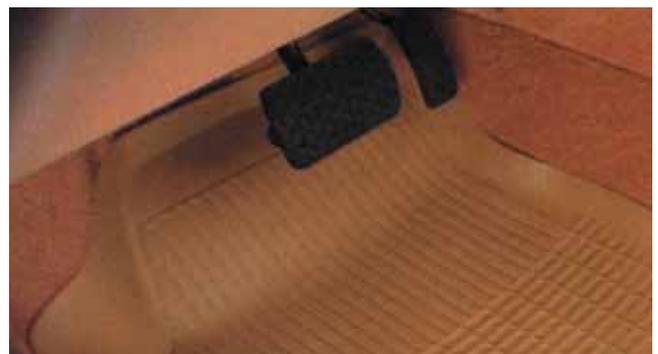
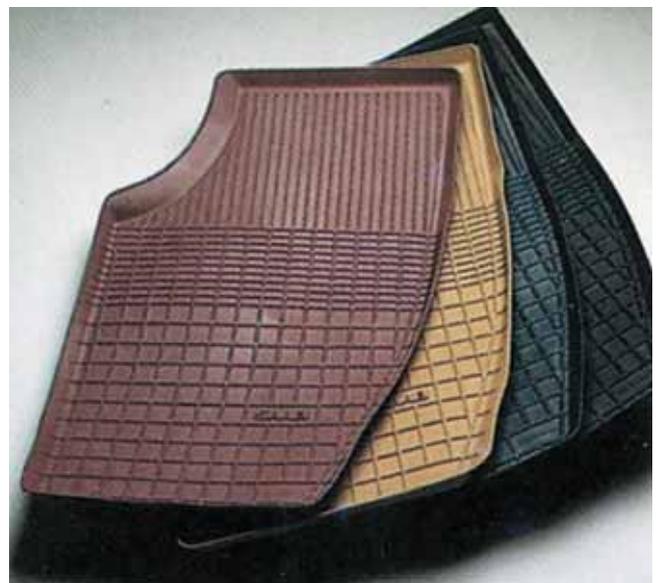
### **Thermoplastic Mats**

I am seeking a complete set of 'Tray' winter floor mats for the Saab 9000, now that I live in New England. As you may remember, Saab used to make some decent floor mats a number of years ago in 'thermoplastic' with that nice one inch lip surrounding them.

I have provided two photos below so you can see what they look like. If you have any of these or know where you could obtain them, please let me know. It would be a great help if you could find these.

I am primarily interested in black or even tan floor mats for the 9000, as 900 floor mats will probably not fit in a 9000, but if you have 900 floor mats, still let me know. Please e-mail me at [info@saabhistory.com](mailto:info@saabhistory.com) with what you may have.

**Ryan**



# NOTICEBOARD

## South West Saab

Invite you to a  
Family Car Treasure Hunt and  
Childrens Easter Egg Hunt on the  
5 April 2009 starting at 10.00am.

Starting in Yeovil and heading for the  
picnic area at Sutton Bingham.

Please visit our website  
for more details or phone Robin on  
**07515112120**  
[www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

## Peaks & Dales 2009

**Saturday 13th June**

starts from  
Windy Harbour, Glossop.  
Route and activities TBA.

Contact Richard Elliott  
for a booking form  
**Tel: 01457 852944**

# Swedish Day UK



**Sunday, 10 May 2009**  
Haynes International Motor Museum  
[www.swedishday.co.uk](http://www.swedishday.co.uk)

# CLUBSHOP

The start of a new year fills some of us with good intentions and in my case they always flunk towards the end of January. So my message to you all is to dedicate this year to as much enjoyment as it is possible to achieve.

Can I ask you when placing orders for car mats please to give as much detail in your address as possible. If you live in a flat – please give the actual number. Two or three times recently an incomplete address has meant that the couriers have tried to deliver on more than two occasions which means extra cost to the Club and delays in the arrival of your mats.

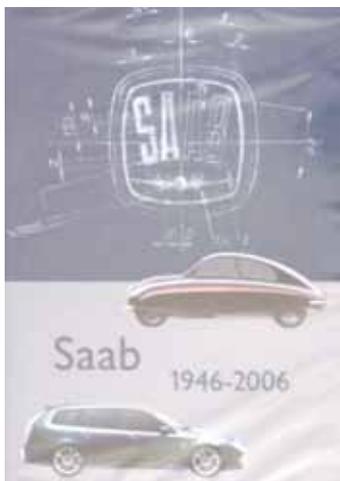
The Shop has been busy this year and I always enjoy receiving orders for such a variety of items from not only the far reaches of

this country, but from Members who live abroad. At times my office looks as though it's been laid waste by a pack of 'Aardvarks' – my late husband often used to comment on my working methods but I used to explain that I always worked in completely organised chaos for my own business and it is still successful!

One more comment. Ever since I started running the Saab Shop I have been collecting pictures of your Saabs. I now have an album of your various models so if you would like to send me your photographs of Saabs of all kinds, I would love it.

Wishing you all a great 2009 – good health, success and Happy Saabing.

Best wishes, Molly





# ROBIN'S REVIEW



This is my first article since becoming a Director of the Club. I would like to take this opportunity to thank the Directors and Members at the recent AGM for their support.

So who is Robin O'Connor? I was once described as a motor trade professional, which sounds about right, I have worked either within the motor industry or in support industries for around 30 years in numerous roles, although I have worked in the retail sector I prefer to work for manufacturers.

For many years I was employed by Renault UK, but am currently working for Mitsubishi. In addition to my role within the Saab Owners Club I am a long-term (25 year plus) member of the Brooklands Society.

## So what's happening in the motor trade today?

I am sure you are all aware of the current financial climate, but unless you actually work in the industry you may not realise how the sales of new and used car have been affected. This article was penned in mid-November so who knows what it will be like by the time you read it.

Some manufacturers are reporting sales down by 75% compared with last year, with garages closing down daily and dealer groups slimming down, only last week Motor Trader reported that Renault was looking to close a number of sites within the M25.

Several Manufacturers have introduced massive cuts in production, the Honda plant in Swindon is cutting back to a four-day week from January and reducing shifts.

Redundancies are common place, particularly hit is middle management, with service and after-sales managers being affected, which seems a poor decision. If we are going to keep our cars for longer they are going to need more servicing and repair work, this is an area that is not doing too badly at the moment, although I expect independent garages will do the best out of this. The one area that is experiencing some growth is extended warranty companies. There is some good news though, if you are thinking about buying a new car you should be able to get a great deal particularly if you don't have a trade-in, for example Broadspeed.com in London offered a buy-one get-one free offer, you can have two Dodge Avengers for £20,000. When this was announced they had over 22,000 hits

on their website. I am sorry it's such a gloomy report but it is getting bad out there.

## And now some general news and titbits:

Did you know that Porsche is now the biggest single shareholder of Volkswagen and are poised to take control of the VW Group, under German law they have to include Audi who are trying to stop the takeover.

According to the AA there has been an increase in the theft of catalytic converters from parked cars, their quote was. 'This is a new crime resulting from high fuel and scrap metal values, number plates and windscreens are also being stolen.'

Crash set-ups are also on the increase, there appears to be three common methods used..

### Roundabouting

A fraudster disconnects the brake lights and drives round busy roundabouts, once a victim is selected the fraudster drives two or three metres in front of the target and hits the brakes.

### Roundabout shunt

The fraudster stops at a busy roundabout and waits for a potential victim to pull in behind. The fraudster then pulls quickly on to it, but stops after two or three metres. The potential victim's attention will be focused on checking for traffic on the roundabout from their right, as they themselves pull on to the roundabout and not expecting a car stopped in front of them.

### The Russian Method

The vehicle in front of you brakes sharply causing you to hit it. Because a third vehicle has overtaken them at speed and cut in sharply for no obvious reason, this vehicle is part of the tag team who are colluding in order to provide a cover story as to why the car had to brake so sharply.

### Car hire insurance

If you rent a car on holiday you will probably see it has CDW (collision damage waver) included, very good you may think but check the small print as it will not cover the excess should you have an accident, £1200 is a typical excess. The hire

company will offer you cover for this but at a price. I was offered a week's excess cover in Portugal recently for £73 which was 75% of the rental cost, do not buy this. Instead take out annual cover, go to Insurance4carhire.com it cost me £49.00 for one year's cover. Depending on your holiday dates it could cover several holidays.

#### Funniest car story of the month

A particularly obnoxious Audi driver had complained that his A8 had a bad fuel or oil leak that had ruined his driveway. He demanded the dealer fix the defect and pay for his driveway to be cleaned. On inspection there was fuel leaking from the car however it was nothing to do with Audi. The driver had left a leaking fuel can in the boot, apparently it contained two-stroke fuel for his lawn mower. His faced turned purple and he never returned to that dealer again.

#### And finally petrol-heads' website of the month

www.automobiliaplanet.com if you are a true petrol-head, and I believe most Saab owners are, this has some amazing items for sale.

Robin

See the cente spread for our 'Membership Challenge' – Ed.

## Dealer Liaison

### To all Saab main dealers and Specialists

We need your help to raise the profile of the Club and to attract new Members. If you are prepared to assist us with this, we intend to provide a simple poster and some flyers outlining the Club and the benefits of being a Member which can be displayed in your dealership or garage where Saab owners can see it. If you want more than one poster, that is not a problem. We will add your details to the Club database so any Club Member, either in your area or passing through, will know where to find you. That may seem obvious, however I recently discovered a Saab specialist within a mile of my office that does not advertise in 'Driver' and feel sure that in the current financial climate any new business is welcome. The Club has always had the support of Saab GB and we recently had a meeting with them to see how we can help each other.

Saab Club Members, you can also help, if you know of a specialist in your area please let me know. One Club Member, Alan Hobson, sent me an extensive list of dealers and specialists. Once again thank you for that Alan. Please e-mail details to me at robin@coconnor2002.freeserve.co.uk



## STAINLESS STEEL EXHAUSTS



### CLUB SCHEME

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

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

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

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 £6.22 each including VAT plus, if sent separately, p+p £3 per parcel.

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

### Some of the systems currently available are:

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

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



# Europe

The adventures of Ian Studley and his Saab during a tour around Europe!



*Relax in sunny* **Hungary**





# SEEING 'LASER' RED

I haven't written a piece for the Club magazine for a long time, but have always remained loyal to the marque and Club, reading the bi-monthly magazine on delivery front-to-back then back-to-front and again and again until I have exhausted it, including the adverts. I find the magazine as good as ever and an essential read for anyone who owns or is thinking of owning a Saab.

I occasionally read items on new models that have come into the showrooms throughout the world and that is the reason why I am writing to you all now.

Recently (well, for the past eleven years) I have owned two Saab 9-5s. The first a 2.3 Auto 1998 SE 4-door model (colour Scarab Green) that, with the help of my local dealer, I upgraded to an Airflow and added many additions. It already had the best radio system of its day with nine speakers. I kept this car for eight years and never once did it let me down. Keeping an eye open in the magazine for upgrades and potential problems (clogging air filter) I was able to deal with possible problems before they became a problem. That was a very nice car.

I then had an offer from my Saab dealer to change it for a 9-5 55 plate 2.3 Auto (Hot) Aero 4-door model (colour Black), again with all of the added knobs and buttons that an enthusiast demands. Again, a nice car but not as good as the first 9-5. I often asked myself why I could not 'bond' with this vehicle as well as my first and I think that despite it being a superb car it lacked something. What was it lacking? It was a 'tarted' up old model with some new features. The driver position was always a concern for me. It was nowhere near as good as my older two

9000 Saabs. More comfortable for the passengers and a higher performing car but in need of a total 'make-over' that did not quite make it into a new model.

Thanks to the credit crunch, I received an e-mail from my dealer offering me some brilliant deals if there was a model that I liked. I called immediately and put my name against a 'Laser Red' 4-door 6-speed manual saloon... a Saab 9-3 Aero TTID. That was on the Monday, I went over to the dealer on the Wednesday morning and had a coffee and a chat about the possibilities of this new model. In total, with all of the 'inclusive' factory fitted extras, the price of the new Saab was a few pounds short of £32,000 and I could have it for £8,500 less than that plus my trade-in value. This was now a serious negotiation but my thoughts remained calm as I did not know what this new Saab was capable of. The dealer had a similar vehicle as a demonstrator and offered me a test run which I gladly accepted. Although we went round the country lanes for many miles my mind had been made up within the first two miles. This was for me, but we needed to negotiate a few finer matters to seal the deal. In all the years I've dealt with this dealer, I have never been disappointed in any transaction and this would prove to be no exception. They came up with everything I asked of them. The deal was done. I was to pick the new car up a week on Friday as I had to transfer my cherished number plate, another benefit of the downsizing of demand, which did not take more than a few days when a few years ago it would have taken weeks.

So, why am I now writing to you to tell you of a deal that is completed most days up and down the country by lots of people – even in these tough times? It is because this car far out-performs anything I have had in my life. Not only Saabs, but Jaguars, Rovers, etc. It is an extraordinary car both with comfort and performance. It is a must for anyone serious about cars to have a look at. The size of the car is only a matter of inches shorter than the 9-5 but maybe a smidgen wider. The engine performance has to be driven to believe it is only a 1910cc diesel – with amazing tork which is better than the 9-5 2.3 petrol Hot Aero and returning a fuel economy of over 40mpg in town and 50 plus on runs. The versatile gearbox remains a mystery on how those engineers have managed it. Ah, I hear you say – it's the twin turbo, which it may well be, but how have they linked this all up with efficiency, performance and smoothness of ride? It certainly does not feel like a diesel engine car whatsoever. Then you're told about the road tax... £120 per year against what my 9-5 Hot Aero would have cost at over £400 per year in a very short while if Mr Brown has his way!

Then you get into the cabin with all of the refinements of a Bentley – yes a Bentley with a Bose hi-fi seven, speaker radio, CD and MP3 player unit (with an amplifier in the boot, nicely tucked away out of sight) that also houses a remarkable Saab satnav, system and Bluetooth telephone – all controllable from

the steering wheel. Nothing remarkable in that, I hear you say. Maybe not for a BMW 7 Series or a Mercedes 320 but for a little old Saab 9-3 it is an incredible experience listening to that radio as though you are in an orchestra pit with the musicians themselves! The plush leather seats that are positioned for comfort (at last) – including the door rests that don't taper away making it impossible to use safely is at last affordable luxury which no one should take lightly. A car built to a Saab spec with seven airbags, side impact beams and folding rear-view mirrors, an automatic dimming inside rear-view mirror, front lights that light up miles of dark roads ahead and on 18" wheels that tell you when your tyres are below the level of pressure that they should otherwise be.

I really am not joking about this car... you try it, it is the way of the future. If there's a price reduction where you live, get down to the Saab dealer and try for yourself then write a reply to this magazine about how you found it.

I would like to thank Saab for allowing me the experience of this car and the opportunity to buy it at such a ridiculous price. My thanks go as usual to Cambridge Saab (Buckingham & Stanley) in the way they treat their customers both at the time of sale and with the after care that they give. Like the Saab marque, – it is second to none.

Rod Stokes

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## WINTERTECHTIP

### If in doubt – replace the Thermostat

As we are now in winter its important to ensure your Saab runs as efficiently as possible, a small item which can make a difference is the coolant thermostat, if your temperature gauge reads low (when warmed up it should be indicating around the middle between hot and cold) you will use more fuel so if there is any doubt replace the thermostat.

It's easy and cheap on most models, parts cost about £7.50 – labour 45mins at the most, the only exception are all the V6 models.

For example on the 3.0 V6 Turbo Diesel it takes about two hours to replace but the parts are still cheap at £15.

Finally don't forget to inspect tyres and check tyre pressures, what did it say in the last 'Driver' – 1.1 million cars failed an MOT due to a tyre defects!

### 900 Cut Out

My 900 has cut out a few times over the last couple of weeks for no reason. Never had this problem before just stalled once when I was turning and just now going down the road. My wife drives it all the time it's her car, so it's her baby, does the school run and everything else in it. Have not serviced it for a while but it does not do more than 5,000 miles a year has 71,000 miles on the clock, should I change the fuel filter – never been changed (could this be the problem) and give it a service?

Sean

*Certainly plugs can cause this problem, also check all vac hoses for leaks on and around the manifold, also clean out throttle body with carb cleaner, its not likely to be fuel filter but it should be changed every four years or 60,000 miles.*

### 9000 Wiper Fuse

Without warning one day the wipers on my Saab 9000 CS Aero (windscreen and headlamp) began sweeping and the washer pump emptied the water reservoir. Parking the car to fix this problem I opened the fuse cover and looked for the appropriate fuse. The labelling showed Fuse 7 - 10A - H/lamp wipers. Fuse 21-25A – El. throttle, horn. I removed fuse 7 and the windscreen wipers and washer returned to the control of the stalk on the column. When the horn was discovered not to be working fuse 21 was intact. Clearly incorrect labelling of the fuse cover.

Presumably I need to disconnect the supply(ies) to the h/l wipers in the short term. Would there be a short-circuit in one or both of the?

Ken Sheather

*You are correct in your assumption that one of the h/lamp wiper motors is at fault, it's probably caused by a faulty in-line diode which prevents a back feed of current to the washer circuit, so yes disconnect both h/lamp wiper motors in order to determine which is at fault.*

### 9000 CS Aero blue wire

The last time I had an electrical problem with the car you identified the problem as 'the blue wire' controlling the cooling fan. After routing a new supply to the relay box there have been no further problems, but now we have a new one; the horn has stopped working. The horn tests OK. Is there a common wiring fault with, I hope, an easy solution?

Ken Sheather

*Is anything else not working, fuse for h/lamp wipers is same as horn, let me know.*

### 9000 Splutter

I have become interested in an old 9000i (H Reg). Good bodywork and what have you, but!, my own 900 is fine and I will keep her until my dying day. I digress, the 9000 is fine up to around the speed limit (70). At this speed, and over, the engine hunts and splutters. Seems no more power available. Reduce speed and she functions perfectly well. Have you any suggestions please?

Dan McMeekin

*Could be several areas to investigate, check engine light on? If not suspect fuel starvation, change fuel filter (often a neglected item) and check also connecting pipes are not kinked thus restricting flow of fuel.*

*Check fuel pressure reg and also have the fuel pump checked. Other thing is earth points on engine/body and split or damaged rubber hoses both for vac and on the induction system can cause all sorts of symptoms so have a good look round. If none of these reveal anything let me know.*

### Clutch Master Cylinder

Further to my query re clutch master cylinder. Have you a part no I could have for it? Reason being, I got one off e-Bay that is supposed to be for all 9000 models but it looks quite different from the picture in the jolly old Haynes manual! To say I'm at a loss is an understatement! Has there been a part modification or something?

Dave Ghost

*Current part no 4385019 master cyl 9000 (all) often fitting a seal kit works, cost about £6.00, you will require a gunsons pressure bleeder available from good car spares outlets cost about £13.00.*

### Saab 9-5

I have recently been getting bogus alarm signals from my 1999 Aero 9-5. These usually occur when the car is parked on my drive, often when the car has been used during the day and when the temperature is dropping in the evening.

My local Saab specialist has checked the sensors using tech

2 and finds them all to be satisfactory so has diagnosed a malfunctioning horn unit and has removed it to avoid further bogus alarms. Replacement of this item has been costed at approx £200. He suggested that the false alarms are due to condensation inside the horn unit and I am reluctant to buy a rather expensive new unit if a repair can be done.

Do you agree with the diagnosis?

Would changing the dessicant/molecular sieve solve the problem? Are there any other ways of bringing the alarm back to life?

Stuart Abercrombie

*I suspect the problem is caused by a failing battery backup in the alarm/horn unit, as the voltage is lower than expected it can activate the alarm in certain conditions. It is possible to re-program the vehicle to no alarm with tech 2 which will stop the false alarms, other option maybe to replace the Nicad batteries in the alarm unit from a source such as Maplins etc.*

*Obviously if the vehicle is programmed without alarm this protection will not function, however it does not affect deadlock function or immobilisation so the vehicle is still well protected.*

### 9-5 Footbrake

My 9-5 has developed a slight issue with the footbrake when almost stopped under gentle braking I get a slight kick back through the pedal. I have checked as much and all seems OK, any ideas?

Robin O'Connor

*I think the symptom you describe could be caused by an incorrect sensor reading from one of the front ABS sensors, this is probably caused by a corroded or damaged sensor ring on the outer CV joint, they can become corroded and crack thus creating a wider gap on one segment.*

### Thanks to the 9-5 Register

Thanks to the Bayes boys at the 9-5 Register as they have helped my Saab live again!

I bought my 9-5 two months ago X Reg 2.3SE with only 40,000 miles on the clock, one lady owner! The Di pack failed the day I picked it up but the garage replaced it free of charge... so a result! I continued to drive up and down the motorways of the UK but having recently been seconded to London the car was on some short runs to the station and back etc., and began to be overtaken by large plums of blue smoke on startup.

I spoke to my mechanic Mike from Mtec ex-Ballamys Shoreham, who diagnosed Turbo problems and I contacted the 9-5 Register to see what could be done, they recommended the Turbo be replaced as soon as possible and the sump drained and the strainer checked, lucky we did this, as some sludge was accumulating in the sump and the strainer had carbon and metal shards from the Turbo lodged in it. Mtec did all the work in double quick time and my fire breathing monster is alive and well.

After owning two Saab 9000s I was very surprised by the



Sludge was accumulating in the sump.



The strainer with carbon and metal shards from the Turbo.

failure of this Turbo at such a low mileage but it appears the previous owners driving habits had not helped the situation and the blocked strainer did not help but the bill I hope will be paid by the four star warranty, I got with the car as this is a design fault on this model.

Anyway thanks to all at the 9-5 Register and a big thanks to Mike (Lazarus) at Mtec who worked the miracle of resurrection, I would highly recommend him to anybody with a Saab in the Worthing area.

Also just for info my SID unit was faulty and I used Delboy555 on e-Bay, cost me £35 to fix and £10p&p, excellent job sent it on Monday back with me by Wednesday. A lot cheaper than a new one at £450!

Simon Cross

*Thanks for your e-mail and I am glad your 9-5 is back in commission. Lots of short trips cause more wear on components than high mileage so oil should be changed more often, I know of 9-5 models that have covered 200,000 miles without a new Turbo but they certainly don't seem to last as well as the older models did.*

*By the way new SID units from Saab are about £160 plus VAT and they are available at discount around £130 plus VAT if you shop around.*

### A date for a 9-5

How do you reset the date on a 9-5 Linear with the basic 4 function display, can't find it in the handbook. Had to put a new battery on the car so lost the display.

Ian Seddon

*Select a radio station with a good signal such as Radio 2, then depress both small buttons below the clock display simultaneously and hold till SID displays adjusting to RDS, the process can take a couple of minutes and will reset the date and time.*

# WHAT'S ON

## Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for for 'WHAT'S ON' ONLY in the March/April 2009 issue is 23rd January 2009.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

## JANUARY 2009

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

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

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

**Friday 25th  
Durham Saab**  
Burn's Night  
Venue and Time TBC  
Contact Louise and Richard.

**Tuesday 27th  
North West Saab**  
Annual meal. Contact Richard Elliott for details.

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

## FEBRUARY 2009

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

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

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

**Tuesday 24th  
North West Saab**  
AGM. See website for details.

## MARCH 2009

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

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

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

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

**Tuesday 24th  
North West Saab**  
Inter-branch quiz at Windy Harbour, Glossop at 8.00pm.

## APRIL 2009

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

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

**Sunday 5th  
Durham Saab**  
Krimo's Hartlepool  
Time TBC  
Contact Pamela/Secretary

**Sunday 5th  
South West Saab Group**  
We are going to have a family car treasure hunt followed by an Easter egg hunt for the children at the finish. Plans are to start in a car park in Yeovil probably around 10.00am then head out into the countryside ending up in Sutton Bingham about two to three hours later. This is a great green and safe area for the children to play and a great place to bring a picnic. Further details can be found at our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

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

**Spring, sometime!  
South West Saab Group**  
We are planning an early evening trip to The Devon & Somerset Gliding Club at North Hill for an evening of Glider flying. This will be limited to 12 flights and if over subscribed will be re-run for those who missed out. Cost will be approximately £30. For all those interested and wanting to have their names on the list please let Robin or Alex know. Email Robin or Alex @southwestsaab.co.uk or phone if you prefer.

## MAY 2009

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

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

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

**Sunday 17th  
Durham Saab**  
Darlington Railway Museum  
Time TBC  
Contact Secretary

## JUNE 2009

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

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

**Saturday 13th  
North West Saab**  
The Peaks and Dales 2009 starts from Windy Harbour, Glossop. See page 19 for details.

**Sunday 24th  
The Trojan Owners Club**  
are interested in bringing together informally and at little cost all Two Stroke vehicles on the 24 May 2009 at Gaydon Heritage Museum south of Coventry. Contact: Carl Tantum, Chairman TOC [ctantum@aol.com](mailto:ctantum@aol.com)

## JULY 2009

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

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

**Sunday 5th  
Durham Saab**  
Picnic/Brass Band Festival, DLI Museum  
Time TBC  
Contact Secretary

**Durham Saab**  
Return visit to Otterburn Ranges Date and Time TBC in liaison with the Army  
Contact Secretary

## AUGUST 2009

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

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

**Durham Saab**  
BBQ  
Venue, Date and Time TBC  
Contact Secretary

## SEPTEMBER 2009

**Thursday 3rd  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm.  
E-mail [sootysaab@aol.com](mailto:sootysaab@aol.com)

## OCTOBER 2009

**Thursday 1st  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm  
E-mail [sootysaab@aol.com](mailto:sootysaab@aol.com)

## NOVEMBER 2009

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

**Sunday 8th  
Durham Saab**  
AGM and Planning Meeting. Venue and Time TBC  
Contact Secretary

## DECEMBER 2009

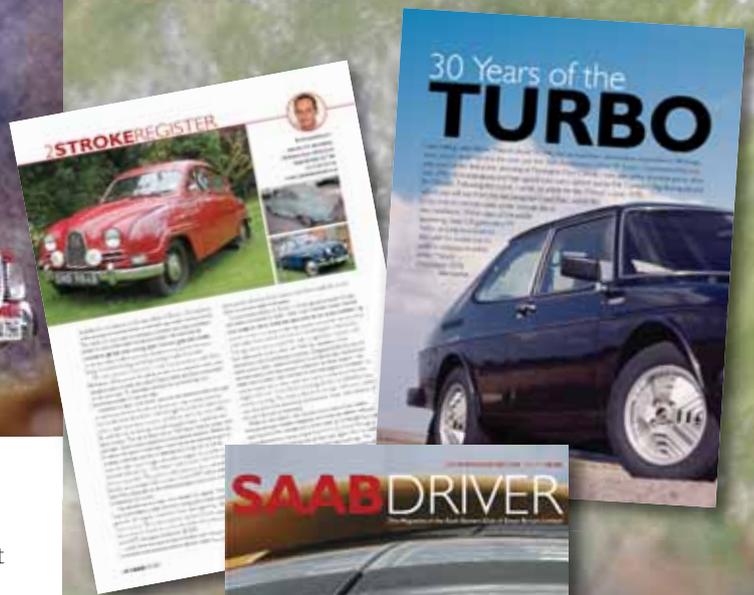
**Thursday 3rd  
East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 8.00pm.  
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- National and local events held throughout the year from rallying to runs, or just a chance to meet other Saab owners – a nationwide network of local groups operates throughout the UK, offering meetings and social events near you
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Family Member				

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e-mail

Occupation:

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Details of car(s)	Car 1	Car 2
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Reg No		
Year		
Colour		



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Swavesey, Cambridge  
CB4 5YR

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# Club spares service

Another service the Club has considered in the past, but not found the capability to provide (at least not without incurring undue risk and cost to the Club's finances) is a spares service. However, that may change this year. The following announcement was made on the Club website a couple of months ago:

'The SOC has an opportunity shortly to acquire a fairly large quantity of old/obsolete parts (new and used) and this has provoked us to reconsider the potential for the Club to provide a spares service to our Members. I know that as V4 Registrar I am often offered batches of parts, and even whole cars, but it's rare that I can find someone who wants them in the right timeframe. Occasionally I buy them for my own use or resale. Often there is a lot of useless junk with just a few 'gold nuggets' and this is one of the factors that has previously put the Club off providing this sort of service. In the past it has been discounted largely on the grounds of logistical complexity and cost. At the most recent Board meeting we decided that we

should look into the matter further.'

The benefits are very clear:

- We will try to prevent the loss of rare and valuable parts that are otherwise being scrapped or disposed of;
- We will make these available to SOC Members before they are offered to the public, and at a discount;
- We will generate a small source of income for the Club that can be re-invested in additional Member services.

I have volunteered to look into setting up a parts collection, retrieval, storage and sales function for the Club; new Director, Derek Best, has also offered to help. However, we will need a team of volunteers from around the country who are willing to help out with this task. I would like to get this team in place before we commit to providing the service.

I will be grateful if anybody who has ideas on how we can make this service work, or who can offer storage facilities, or time and expertise in providing the service, to get in touch with me.

Alistair Philpott

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## Hello and Welcome to the 'Driver' 2009!

I hope you all had a great Christmas and here I am wishing you a Happy New Year. Well, as expected, we have to travel back in time to last year for the start of this write-up.

19 October 2008 saw no less than three local groups meet for a very good day out. **Ebor Saab**, **South Yorkshire Saab**, and **West Midlands Saab** groups all met at the Coventry Motoring Museum. We were duly met by John and Lesley Viggars who were part of the welcoming committee along with staff from the museum who made us very welcome; a private parking area had been set up for all the SOC groups who attended within the museum grounds. We were then offered a chance to move our cars to the front of the building for a photo opportunity. Ironically another event was taking place in Coventry Museum, namely 'The indoor remote car control National' and it was being sponsored by Saab!

The Curator (Phill) took us as a group around various parts of the building including areas the public do not normally see, all visitors without exception learned a great deal. I for one, and being a 'Midlander' myself, did not realise all the cars on

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

Stephen Trigg, 18 Cleveland Avenue, Draycott, Derby, DE72 3NR – Tel: 01332 872302  
Regional Groups Co-ordinator: Ellie Wilson, 43 Towbury Close, Oakenshaw South, Redditch,  
Worcestershire, B98 7YZ – Tel: 01527 403596  
e-mail: [branches@saabclub.co.uk](mailto:branches@saabclub.co.uk)



display were built in the Coventry area.

There is a wall of fame which details all the known models from the past that were built in and around this area, and since the inception of the motor car Coventry has had over 100 different manufacturers. But the display does not stop at cars, you will also find a display of buses, coaches, literally hundreds of bicycles, and for real petrol heads, 'Thrust 2' – the world land speed holder is a permanent resident. You can even go on the Thrust 2 simulator. Entry to the building is free, if you ever get the chance go along you will be impressed, it is a great day out for the whole family.

**Thrust 2 Facts:** It weighs 10 tonnes, and performance estimates confirm it will accelerate from standstill to 100mph (161kph) in four seconds or 0-600mph (1000kph) in 16 seconds. Within five miles (8km) it will then reach its maximum speed of 850mph within half a minute.

Well done to the organisers of this event. I do believe it was organised by a delegate from each of the local SOC Groups –



thanks for a great day out, and yes, Sue and Keith, I will be at your AGM in the New Year.

26 October 2008 I went to see the **Durham Saab Group**. It was to be their AGM. I duly arrived and was greeted by Joan Wood, after a nice drive up to Croxdale Durham, stopping en-route to admire the local tractor-ploughing contest which was taking place just off the A1 near York, it looked pretty intense! Back to the matter in hand, on arrival at the Coach and Horses the Durham Group had arranged for a section of the pub to be sectioned off for the Group Members, this Group I learned, was in the 13th year of being a SOC Group... but don't be fooled, this is the reformed group as this Club's name has been around for nearly as long as Saabs have been imported into the UK.

# AROUND THE UK



The meeting turned out to be a massive learning curve for me as I was informed John Wood used to be the Membership Secretary for the SOC.

I had no idea that the links between so many local groups and the running of the SOC GB was so close, it appears that everyone would lend a hand where possible to keep things going, well done to all. It was also pointed out that Colin Wallace, an ex-Chairman, was also a driving force in keeping the Club alive.

The Durham Group is a very active Group, the range of Members' cars are from a very nice 96 Anniversary up to a very smart convertible, and while they don't write-up their adventures and visits for the 'Driver' very often, they seem to cover all of the North of the UK. John Wood is obviously a petrol head and arranges a lot of events including a really good day out at the Knockhill race track, this is just south of Glasgow, contact him for 2009 details. I must visit this event it sounds pretty interesting. Again if you need more information please contact [johnwood@btinternet.co.uk](mailto:johnwood@btinternet.co.uk) he will be more than pleased to talk to you.

Joan Wood is the main contact at the Durham Group, and she is a very enthusiastic Member, she was not very well last year but pulled through brilliantly and still kept the Group going, which I think is a fantastic testament to her dedication to the local Group and to SOC GB.

After the AGM we had lunch, which I must say was enjoyed by all, I could not handle seconds or even a pudding, I was truly full. If you live in the North East, Newcastle/Durham or as far as you would like to travel, you will be assured of a warm welcome from Joan and all the other Members of the Group. I must point out that cars from 1969 right up to 2009 are all welcome, and even if you don't currently drive or own a Saab but want to attend, you will be most welcome to join them for a chat.

## November 2008 NEC Classic Show

With the stand set up and all cars gleaming we were busy and I mean really busy. I must start off by saying thank you to all new and existing Members for coming to the stand, and of course this was only made possible by the team who gave up four

whole days of their time to bring their cars or to help out on the stand. The 30 years of Turbo Charging theme was well received by all... not just Saab drivers but other visitors and Club representatives too. The theme was centred around Chris Foxley's 99T (1977), Graeme Lambert's 900T 16s and Dave Ross with his Turbo X, this formed the showcase for the Turbo display. Colin Blades supplied a nicely presented Turbo Charger, which was on display and was available for all to see, including the workings of a Turbo unit. Other Members of the team who must also be thanked at this point are Niaomi, Sharon Foxley, Elaine White, John Viggars, Carol Gray, Derek Best, and Ken Dover, talking of whom, Derek Best was already scrounging things from all the other Clubs for his 'penny auction' for the 2009, SOC National, and before you ask... yes he got a load of stuff so start getting your pennies together!

The show was also graced with a 900T Convertible owned by Rob Gray which as expected was a crowd-pulling car, but the car that seemed to capture the hearts of the most hard-headed petrol heads was a Saab 95 (1971), recently restored by Chris Boffey (Cheshire Saab Group). He was approached by no less than three different car magazines who want to do a feature on his car. Note to Chris... please mention the SOC! We hope to see this fantastic end product at a show in 2009 somewhere in the UK. Well done Chris this car is a credit to you and all the hard work you have put in to making this car very desirable.

Visitors from as far afield as Canada, Alloa (Scotland) and deep down from the Somerset area visited us and I said I would put a few of those names to print so here goes. The usual suspects and might I add they were most welcome, attended the stand headed up by Alex and Robin (Southwest Saab Group), representatives from the Ebor, East Midlands, South Yorkshire, West Midlands, and the Surrey Groups all attended as did many others.

We had a mass influx of new Members joining the SOC and to that end I promised some of the new Members I would mention their names in this edition of the 'Driver', so here goes, welcome to some of our newest Members, Neil Jones, Melanie Shafe, Brett Barraclough, Shaun Farrington, Richard Morgan, Bjorn Rise, Bill Buckingham, David Ingoe, William Syme, David



Eades, Patrick Rugg, Anthony Brennan, Dr W. J. Gray, Kevin and Ryan Tizzard, Alan and Judy Sitton, and Paul Dickens. I hope you all enjoy the SOC and please do write in and let us know how you are enjoying your cars!

Finally, I spent a while speaking with a long-standing SOC Member, Mr Tom McCombe from Derbyshire, he enjoys the bi-monthly 'Driver' magazine and no doubt he will be pleased this

edition has arrived. He has had many Saabs and has asked me to say thanks to his Saab maintainer Weston Moore from Nottingham Saab for keeping him going and always with a customer-focussed approach! Well done.

I guess by now you need a cuppa! Well off you go and enjoy! See you soon and have a great New Year.

Ellie

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# MODEL REGISTERS



## REVISED REGISTERS

As you are no doubt aware, there have been a few changes to the model registers over the last 12-18 months, as people have stood down and new victims, sorry, I mean volunteers, have stepped up to take their places.

When I joined the Board last year I was asked specifically to look at the Registers with a view to bringing them more in line with each other; to improve access to information held by the Registrars and with a view to offering a consistent 'service' to Members through the model Registers.

The first thing we did was plan to slightly restructure the model Registers to more closely align with the cars themselves, hence the 9-3 Register was split to distinguish between the original 9-3 Hatchback and Convertible range and the current 9-3 Sports Saloon, Wagon and Convertible. Andy Gilchrist kindly offered to become the Registrar for the 9-3ss and seems to have settled into it quite quickly.

The other significant change we planned was to separate the original 'Classic' 900 from the later 'GM' 900 models. Our resident motoring journalist and C900 fan, Graeme Lambert, took on the C900 Registrar position when Dave Salt stood down, and Colin Blades volunteered to pick up the GM900. Unfortunately, Colin has not had the best of years and through personal circumstances hasn't really had the chance to get to grips with this new role, hence there has been no 'GM900' columns in 'Driver'.

John Crook took on the 9000 Registrar challenge from Dave Garnett and is gradually building up knowledge and records to support the position.

Since then, Scott McGregor, who was responsible for the 'old' 9-3 Register, has had to step down due to other work and family commitments, but thus far we have not managed to secure a replacement. For this reason we haven't had a '9-3' column for a couple of issues. Thanks for your input while you could, Scott.

A further more recent change is David Dallimore's decision to stand down from his role as 99 Turbo Registrar after many years of enthusiastically supporting these special cars and their owners, for which we thank him. Chris Foxley, another seasoned 99 Turbo nut who will be familiar to many of you (or if not, his gorgeous 1978 3-door car will be!) has been press-ganged into taking over this position, so welcome aboard, Chris, and thanks.

So that leaves the GM900 and 'old' 9-3 to sort out. At the time of going to press I've almost got someone lined up to take this on as a combined role (which makes sense, given the cars are virtually



identical) but it's not finalised so I won't count my chickens and name a name just yet.

So moving forward, we have (mostly) a new team and we also have some plans to change the way the Registers are run, putting you, the owners, more in control. Before I explain this, it's worth re-stating the purpose of the model Registers. The objectives of the model Registers are to provide:

- A record of Club Members' cars, especially important for the more rare models
- Model-specific support to Club Members, on technical matters, running, buying and selling the cars, and other matters
- The ability to identify potential candidates for general press/magazine articles, events, photo-shoots, filming and other 'PR' activities.

And of course, this work is encapsulated in the 'Driver' columns we each pull together which serve to inform, advise and support our Members, in addition to providing a forum for us to 'show-off' Members' cars.

In the last few months, SOC Member Richard Sprinks has been working hard to revamp our website. For those of you who are not aware, Richard was behind the last big re-design of the site and the original tie-up with the UKSaabs forum, which he used to administer before he passed it on to Nick Walker (who I am encouraging to rejoin the Club...). Richard has built a new site that is about to enter testing and that makes use of some new technology. Well, new to the Club that is.

Firstly, the site will have a Members-only section, access to which is controlled by a link to the Membership database (which is

administered on the Club's behalf by MG OC). This link and the associated development has been a complicated project which has taken some time to resolve, so for those of you who have commented on the 'coming soon' statement on the current website, that's why it's not been so soon!

The technology behind the new site is called a 'Content Management System', which means we can give people the appropriate privileges to load and maintain 'content' to the site. These privileges will vary between individuals, depending on their role in the Club. The content could be technical articles, past 'Drivers' (in PDF format), photos and anything else that we think is of value to the Members.

It also means that we can now start putting the model Registers online, by giving Members the ability to load information on their cars, and to change the information when they change cars. The Registrars will still be able to access the information they need to produce their 'Driver' columns, but this should be very easy to do by running reports on new registrations. For those Members who are not regular Internet users, we will continue to provide a 'manual' service for registering your cars, but this method is very much in decline so I expect it to be a fairly small part of the workload.

In a future 'Driver', once the new site is properly tested and launched, we will provide more information on 'How To' access and up/download information.

I hope this has both whetted your appetite for the future, and helped you understand some of the things that have been happening in the background. Thanks for your patience!

*Alistair Philpott, Registers Co-ordinator*

# V4REGISTER



Happy New Year! I hope you all had an enjoyable break over the Christmas period, now it's surely time to start spending more time in that chilly garage fettling your V4, which will help you burn off some of the excess calorie intake from December.

As I sit here typing, this part of North Yorkshire has woken to a couple of inches of snow – proper V4 weather. Shame about the salt that will be all over the roads however... I wonder how many of you use your cars all year round, as opposed to those who tuck them up in bed for winter as I do? Send me your winter V4 stories, pictures too please.

## Replacement Water Hoses – a possible source?

Alastair Lawson has come back to me regarding the water hoses, he writes:

"Great idea to make up water hose sets for V4s. The ones I have most difficulty matching are the top (and bottom) radiator ones, the fat one at the back of the water pump (inch and a bit diameter as I remember) and the one at the top of the thermostat housing, which is a bit less than 5/8". The rest seem to be standard 5/8" except for the two at the back of the engine, which are close enough to 3/4", so no real problem."

So the curved top and bottom hoses that would be difficult to

recreate, and the top of the thermostat housing are the priority? I confess I haven't had the chance to pursue this further, as I've just started a new job (typical, after five months on the dole with lots of time to spare...), but I will do so in the New Year. I no longer have a complete set of hoses as I sold them to Don Mummery, as mentioned in the last column. I do have a couple of top and bottom hoses I could send to the Samco people, but it would be good to get a complete set.

## V4 Transmission-oil revisited

Following the article I included in the September/October 'Driver', I received the following mail from Tom Donney in Iowa, over in the US.

"Just read September/October about a vent in a V4 trans and oil type. Having owned a transmission shop for almost 30 years it caught my eye.

"Not sure they would need a vent because the shifter shaft is so loose in the cover. In fact when you wash the engine bay out you can get water into your trans through this area. Most of the shifter seals (actually they are not a seal just a shield as they have no sealing factor) are real sloppy and the earlier cars didn't even use them! With



the old Bullnose you could get water in the trans, when the cardboard air dam under the radiator is missing or holey, just by filling the radiator and being sloppy and spilling water over the side and down onto the shifter shaft located directly under the radiator fill hole.

"I do carry a real nice trans vent if people want it. We use them in our transmission shop. (In fact I have put a few on Saabs myself.) Only a few bucks USD.

"With regards to the speedo gear being damaged by too much oil? I have no idea why that would matter... maybe if I know what the thinking was I could comment on that. But just in passing... no way would more oil would hurt anything.

"As far as my Shop and Saabs go, I run ATF in all my strokers and V4s. To me most synthetics are too stiff when cold. Have run plain old ATF for years. Just put 3,400 miles on a 1961 96 for the USA Saab Owners Convention in August to Devens, Ma.

"Just FYI, at our shop when we rebuilt a Classic 900 Automatic, we modified the case so the transmission runs AFT in the differential also. Never need to check diff oil level again and no more dry diffs here! Been doing that since 1982!"

So as usual, there is some healthy debate between V4 experts on which is the best way to go, which of course is one of the purposes of these register columns in the mag. I know that Chris Partington gave me the advice years ago regarding not over-filling the box, so perhaps you could explain it for us, Chris? As to the rest, it seems like we have a choice... and no doubt there is never one 'right' answer.

### Rose's 96 – latest update

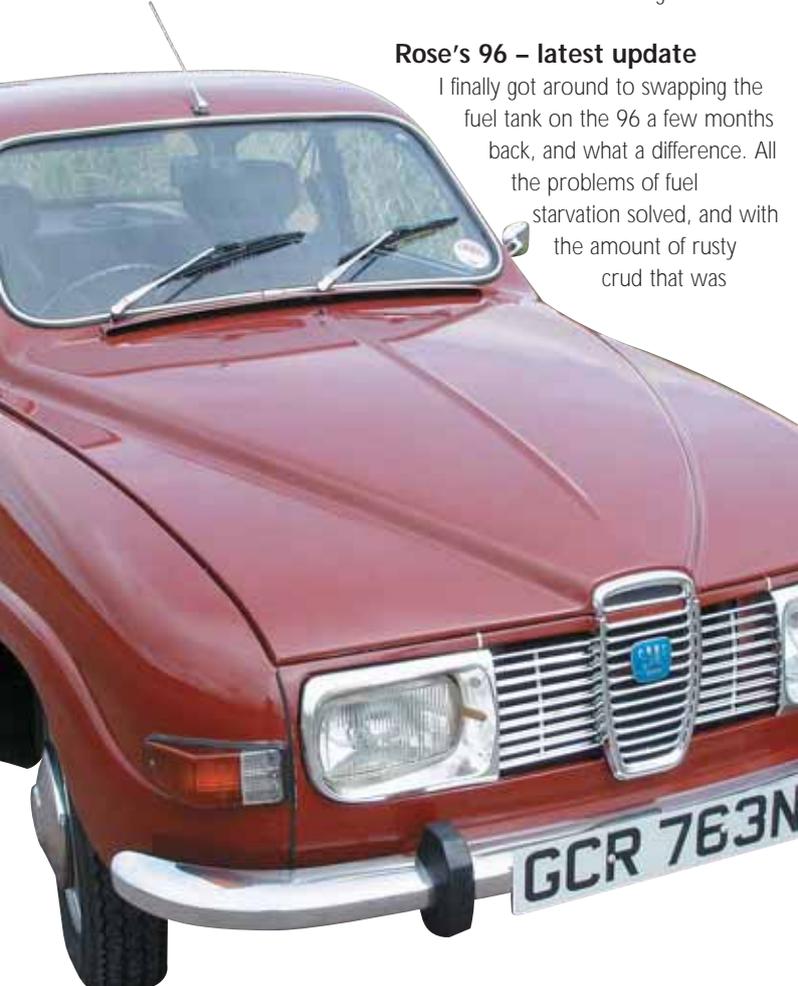
I finally got around to swapping the fuel tank on the 96 a few months back, and what a difference. All the problems of fuel starvation solved, and with the amount of rusty crud that was

floating about in the old tank it's no wonder. In the end I did not treat the new tank with any special coating, partly because the new tank seemed very good inside, so I didn't think it necessary and partly because after months of prevarication it had to be done in a rush to get her ready for the Ebor Group end-of-season run up into the North York Moors. Time will tell if that was a mistake on my part... The only thing I didn't manage to do was re-fit the large grommet around the fuel filler pipe into the hole in the inner wing, it was too tight to move so I left that for another day. Mustn't forget to do this when the weather warms up and the rubber is softer, as it will allow water into the boot.

I also fitted the soccer ball alloys that I bought on eBay a year or so back, with 175/65 Pirellis. I can't honestly say I noticed much difference in the handling between these and the 155 Firestones, but then I don't exactly throw it around. The steering is certainly a tad heavier at parking speeds, but only marginally so. On the road it feels just as planted as ever.

I also gave the ignition a once-over as I had been experiencing a bit of a misfire and it felt down on power. New points, condenser, dissie cap, rotor arm and leads, then set the timing up with last year's Christmas present from my Dad, a really good Xenon strobe. Still not right, back into the garage – check and double check – the points gap, on with the strobe, only to spot an advance adjuster on the strobe which I hadn't noticed before, and which was putting the timing way out – oops! I should have studied the instructions before diving straight in with a new tool. Reset this adjuster and it's much better. Not perfect though, it feels a bit strangled under an open throttle when there is lots of vacuum in the inlet manifold. I wonder if the vac advance on the dissie is playing up. I have a few spares, I might try a swap one day, or I might just invest in an Aldon/Pertronix electronic ignition set-up. Everybody raves over these, and they are only about £75-85 so that could be a good investment.

Anyway, here are a few pics of her with the new wheels on, albeit not exactly clean after a couple of hundred miles on mucky rural roads.



# V4REGISTER



## Peter Fawcett 96 – update

Peter recently wrote to me, following the mention of his car in the 'new registrations' section a couple of issues back. Peter writes:

"I was very surprised to see a rear view of my 96 (and my own rear view in leather jacket and cords!) gracing the pages of the 'Driver' this month! If my IT skills are up to it, then you should have some more photographs!

"I've been using the car regularly since purchase in May and it most certainly is an entertaining drive, and economical too – 38mpg on a recent trip to Norfolk where we have a second home. Interestingly, this is an identical mpg performance to my Mazda MX5 on the same route.

"I mentioned earlier a clutch judder problem. In the event, a new clutch was fitted about 4,000 miles ago (by the previous owner), and I've learnt better clutch control(!), particularly on hill starts (frequent

in Sheffield) and I never use the clutch for downward gear changes anyway, with the free-wheel engaged. Consequently, I'll just live with the very slight inconvenience! Following some enquiries with Nick Senecal and others, I gather that the clutch is the 96's Achilles' heel; is this so? He offered to supply me with a new clutch which will apparently do the job, and presumably this is the device alluded to in your recent column?

"I treated my 96 to a pair of Vredesteins on the front and 'laser' tracking which has improved the handling and lightened the steering, so the old covers must have been well past their useful (and safe) life. Apart from some careful cleaning, I haven't needed to do much to the car, but I'd welcome your advice on some servicing matters.

"I cannot undo the gearbox filler plug where previous applications of Stilsons and the like (by others!) have rounded off the projecting square spigot to the plug; even with the battery removed, access is difficult and I fear electrolytic action between the aluminium casting of the gearbox and the steel plug. The drain plug and level plug seem more straightforward. I had thought of filling via the level plug with an oil gun and just leaving the filler plug intact. I'm told that

gearbox oil changes are critical for longevity, particularly of the free-wheel. Will Castrol EP 80 suffice?

"I'm running the engine on semi-synthetic 10/40, but would a good old-fashioned 20/50 be more appropriate? Mr Senecal suggests that with a low viscosity 10/40, the engine takes too long to reach working oil pressure, with attendant possible damage to the bottom end. I'd welcome your comments.

"The previous owner had fitted inertia reel belts, but supplied the originals which I have re-fitted, as the inertia reels were replicating a strangulation process (the previous owner was much shorter than I). Also, a Blaupunkt radio/CD player has been discretely fitted, but otherwise, the interior is remarkably original (and very brown...). Saab rubber over-mats have been fitted from new, so the carpets are unworn.

"The only non-working items are the clock (how do you remove it?) and the reversing lights. I fancy the latter has a bad earth but I've yet to investigate fully.

"But I'm thoroughly enjoying the Saab experience again after so many years. By 1974 when my car was manufactured, the 96 really was getting long in the tooth with its fifties styling (my last saloon was a Jowett Javelin, also with modish 'fast-back' styling), tall stance and cramped cabin, but it is these very characteristics which are now endearing, as are, of course, the free-wheel and column gear change. Sadly these features, and inherent Sienna Brown-ness, leave my wife cold, but she can always retreat to her MX5...!"

To address these points in turn:

The diaphragm clutch I mentioned a while back is to be produced by SOC Member Richard Simpson (who is not far from you, Peter, he lives near Stocksbridge) and as mentioned in the column, he is planning to supply for road use and for competition. Clutch judder is a common feature of the cars, Rose's 96 certainly suffers from a little judder. Check all the engine mounts are in good fettle, including the rear gearbox mount and the side stays, to help minimise this.

If the gearbox filler plug is goosed, you can top up the box via the hole at the top for linkage rod – just disconnect the plastic 'triangular' part of the linkage from the top of the box, it's only held on by the spring-loaded bolt and a push-fit into the top of the box. The level plug is the key one to be able to remove.

The correct/best oil to use is the subject of some debate see the comment from Tom Donney on page 38, and the article to which he responds a couple of issues back. Suggest you read these various bits of advice and choose which you would want to take – I can't offer you any more specific guidance than that I'm afraid, as I've not tried them all myself.

For engine oil, around 20 years back I killed a really good V4 by using a semi-synth that was too thin. It met the correct spec according to the manual, but the engine didn't get on with it. It started to suffer from very low oil pressure once the oil was warmed up and had thinned, down to under 10psi at tickover and barely 20psi at 2000rpm, when it should have been at least 45psi (it had a high pressure relief spring in the pump). Personally I would stick to 20W50, or 15W50, Castrol GTX or similar. They don't benefit from fancy oils.

The dashboard clock, if it is the square type, is clamped on behind the dash by a roughly U-shaped clamp, mounted diagonally at '10 past 8' as you face the dash, and held onto the back of the clock by two knurled nuts. These are tightened and loosened by finger pressure only.

Great photos of your car, Peter. You have a rare set of genuine Saab fitted rubber overmats. I have a front pair in the 96, but they are getting a bit worn now (especially the driver's side, obviously) so I have fitted some spare 9-5 carpet mats over these... I'm getting as bad as my Dad, who fits cheap Halfords carpet over-mats to protect the Saab over-mats in his cars! I do find that the rubber V4 mats slide about too easily, do you?

OK that's all for another bumper V4 column folks – here's to a decent summer this year, and to us all enjoying our V4s in the sunshine.

Cheers

AI

## New Registrations

Only one new registration recently:

Name	Location	Car	Registration
Neville Hall	Bristol	96 V4 Jubilee	HLV 322P

Neville acquired his standard 1975 Jubilee model 96 in October and it sounds like a solid car. I'd love to see some photos if you get chance to email some, Neville.

All correspondence to:  
ALISTAIR PHILPOTT  
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North Yorkshire, YO17 6SR  
Tel: +44 (0)1653 697561  
Email: [registers@saabclub.co.uk](mailto:registers@saabclub.co.uk)

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Independent **SAAB Specialists**



## GOING SPARE!

### Letters

I didn't have room for all the correspondence last time, a 99 Register first! You wait for months wondering if there are any 99s left out there, and then two letters turn up at once. Of course I'm not complaining, but it meant I couldn't mention Michael Brook's interesting letter until now. I say letter, in fact as well as useful information regarding spares he also sent some copies of 99 related articles from various publications which I hadn't seen before. Two from the 1970s cover the 'new' Stromberg/Zenith CD carburettor fitted to most 99s. I've found these to be pretty reliable but after many years the temperature compensator and other warm-up devices can play up so the detail in these articles is useful to keep on file.

Regarding spares, Michael points out where parts may be common to other cars such as electrics, brakes and carburettors. For second-hand parts he recommends T & W Motors of Pontefract – Tel: 01977 705587 – [www.saab-specialists.com](http://www.saab-specialists.com) who still sell and break 99s alongside newer models – a real rarity these days. This was where Michael bought his 99 in 1993. He has done nearly 60,000 miles in it since then – it's now near 200,000 miles and passed its last four MOTs OK! It is a 1980 99GL in Chamotte Brown, a striking colour only used in 1979 and 1980. It has few changes from standard, but two which are useful to know of are the sump plug, taken from a motorbike engine with the same 12mm thread but larger 19mm head so easier to use, and rear suspension arms from an 'A' Reg 900 which are the same as the 99 but galvanised. Rust can be a real problem with these so the 900 ones should last better. The only other changes from standard are a Turbo

revcounter/clock gauge, stainless exhaust, aeroquip brake hoses, and an immobiliser. Thanks for all the information Michael.

### Windscreens

I mentioned in September/October 'Driver' the source for new windscreens: Pilkingtons Glass of Queenborough, Kent. I ordered one through a local mobile fitter and it has now been installed, with no problems. At around £100 for the glass plus fitting the cost seems very reasonable. I was concerned about disturbing the old seal, but the fitter reassured me that Saab seals were (naturally) good quality and could be reused without trouble, which has proved to be the case – no leaks despite severe winter testing.

### And finally...

Following Robin O'Connor's letter last time, about you not having to drive to Italy to enjoy driving your Saab (oops... sorry), I can recommend the A5 north east of Telford used on a recent trip to Anglesey – a great road, especially out of season when most caravans are safely locked away, and if you do get held up in traffic there's the fantastic Snowdonia scenery to look at. In the last week of October this included snow, which reminded me of the Alps last summer when we... only joking, Robin!

*Stuart*

All correspondence to:

STUART PAYNE, 11 Whenman Avenue, Bexley, Kent DA5 2B5  
Tel: 01322 521580 e-mail: [orangesonett@hotmail.com](mailto:orangesonett@hotmail.com)

## NEW KID ON THE BLOCK

Firstly I would just like to thank Dave for all the support and devotion that he has shown in looking after the Register and helping to promote the SOC over the past years.

Quite a few of you will already know of me as I have been attending SOC events for the last 25 plus years on and off. I bought our 99T way back in 1979 when it was just over 12 months old with 6,000 miles on the clock. It was my second Saab and since then there have been a further eleven. The thing is that when you've had a car for this length of time it's difficult to leave it alone, if you see what I mean! So over the years it's gained water injection, fifth injector, free flow exhaust and a 900 intercooler, oh and 16S vented discs and I've fiddled about with the suspension. I try not to use it in the winter months any more as the roads are heavily salted around here, and I hate dealing with rust!

Everyday transport is a 99GL, or if that won't start Sharon's 9-3ss (and that had better start), there is another two-door 99T lurking at the side of the garage that is destined (eventually) to be a further Track Day car, I may finish it next year.

Whilst attempting to give you an insight into your new Registrar, I think I should say a few words about Sharon my undoubted 'Better Half'. Unlike a lot of blokes who get nothing but grief over all things car related, she is quite the opposite (having met each

other at Oulton Park where we both marshalled), in some cases you could say she is worse than me when it comes to collecting cars, and they don't have to be Saabs. An example being she set off to buy a new kitchen, but she obviously went into the wrong showroom (no sense of direction this woman) and came home with a TVR, did I complain, what do you think? (I enjoy driving my 'New Kitchen' - Sharon).

I won't prattle on too much for my first attempt at journalism (ha!), please contact me if you want to chat about all things 99T.

I can start off with a request received at the NEC Classic Car Show from Andrew Tweedle who wonders if his older Red two-door (MVN 488W) bought from Alexanders, Teesside is still alive and well. Please contact us if you know of this car.

All that remains is to hope you all had a Very Merry Christmas and wish you all a Happy, Healthy and Prosperous New Year.

*Chris Foxley*

All correspondence to:

CHRIS FOXLEY

99 Turbo Registrar,

E-mail: [sharon.foxley@virgin.net](mailto:sharon.foxley@virgin.net)





## TEETHING PROBLEMS?

There is no doubt that the C900 is a hardy old beast rarely suffering failures large enough to warrant the end of a journey. Unfortunately the Registrar isn't quite so dependable, and I'd like to apologise for the lack of C900 pages in your last 'Driver'. Not on, when you have all been great at sending in information of adventures, registrations and anecdotes about your vehicles. I guarantee that 2009 will be different, and I already have a clutch of articles planned or near completion for future editions.

Moving on from that I have to point out that in previous copies of 'Driver' my e-mail address has been printed wrong – it is in fact saabc900@hotmail.com – the 'c' (for classic) was omitted before. Can I ask all who have tried to register their car using the above address to try again please, and I apologise for the inconvenience. I'm confident that the Club website has been re-directing correctly and I have still had a few registrations, just not as many as I would have liked.

The new year will probably bring lots of things but one that I'd like to start organising is a massive C900 meeting in the UK. I'm not sure of anything yet, but if you think it's a good idea let me know, and likewise if you think it stinks tell me why. After all, if you don't want to do it, there is little point. Also, if there are any historical or technical articles you would like to read in these pages, please speak up and I'll do my best.

Thanks to my job, I have been using the C900 less and less. Some might see this as a bad thing, and I have to admit I do occasionally miss it, but I'm happy to keep the miles off. Recently it has had some paintwork protection from a company called G Techniq – I'll report

on this fully in the next issue – and featured on the Saab stand at the NEC Classic Car Show. The stand itself generated quite a lot of interest and kind remarks helped by the presence of another C900 Convertible as well!

By the time you have read this my C900 will have had a blowing exhaust manifold fixed and possibly a Quaife LSD fitted. The latter promises to make it truly special, and I can't wait to try it out. Apart from that there are some slightly larger injectors to fit, and the annual MOT to pass – I expect to be tackling some transmission tunnel rust for this one. Budget restraints will delay the T5 engine management install for a while but after that I don't really know where to go with it? Apart from restoration I might actually be finished with it as a performance project. Famous last words...

On to famous first words now, and some registrations for you. I've known Chris Gudger (13666) for a while now and it was no surprise when he asked for buying advice on a C900T16s – he had been saving for one for a while. Anyway a suitable vehicle was found for the right money – here's Chris's story:

"Earlier this year I was pleased to have reached my target amount in the 'Turbo' fund and began my quest to find a C900T16. From watching an endless number of eBay adverts and stalking a variety of other websites to sending a number of questioning e-mails to Graeme, I looked high and low for the right car – taking my time to buy the one that was correct for me.

"My excitement was barely containable when I found 'the one' on



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NB Please ensure all correspondence is marked  
900 Registrar

the Car & Classic website. Close to view, approximately half my budget (leaving room to improve it!) and a proper T16s to boot – it seemed perfect.

"Although I owned an N/A C900 I had little knowledge of the Turbo models, but I drove the car and had a good look around – it performed well and looked fine. A deal was done and all I had to do was wait four long days to collect it.

"It wasn't all plain sailing though – I knew there was knocking from the exhaust and engine accompanied by the occasional squeal from one of the belts. Cosmetically it also had some bonnet rust around the offside Turbo badge and dropping headlining on the c-pillars.

"When I got it home I was horrified to discover that it was dripping oil onto my drive and when I jacked the car up I found a crack at the bottom of the gearbox. Booked into Carnetix, I asked Glenn to have a good look over the car, give it a service and of course investigate the cracked gearbox casing.

"Turned out that one of the teeth from the pinion bearing had broken and likely caused the crack. Possibly the worst news I could have heard just six days before going on holiday (trust me Chris, there are worse times for this to happen – Graeme). Thankfully I knew of a box from a car being broken and spent some time with WMWSOC chairman Rich separating it from his old engine ready to transport to Glenn.

"While there it also had new engine mounts, three new belts, ARB bushes and a new radiator. There will need to be some welding carried out in the future, but now I have got her back and simply love driving it. There really is nothing like a good C900T16s. And while it might have used up all of my available budget, I'll just have to keep saving to keep this beauty in the manner she is now accustomed to."

Another Chris (Wain) wrote to register his C900 Convertible, having seen my contact details on [www.uksaabs.co.uk](http://www.uksaabs.co.uk)

"The condition of my 1993 L Reg 900 Convertible is generally an eight – and even boasts the original hood. The last owner always kept it garaged and the vehicle has only completed a total of 87,000 miles.

"I bought it just over a year ago from a guy in Kensington who was gutted to see it go. He insisted on driving it down to me when I bought it and I swear he had a tear in his eye when I dropped him off at the station.

"Originally sold by Peter Clarke Saab (later Southampton Saab – my local dealers) I am the third owner. Previous keepers had spent an absolute fortune having it serviced at main dealers, and there are many individual bills for over £1000.

"Somewhat surprisingly the seller didn't know the car was an LPT – insisting it was an injection model. Rather than argue with him I just kept haggling until the price was right.

"Since I've had the car I've had the driver seat bolster repaired, replaced bumpers, mended a window motor and had the alloy wheels refurbished. Overall the car is very solid and runs nicely, only a small amount of rust in the driver's door bottom lets it down. As it is only for summer use, this isn't much of a concern."

Simon Jones also wrote to register his two C900s. One of these is the Valhalla-run car that we drove 4500 miles around Scandinavia in last year. Unfortunately, after being subjected to track use and as a daily driver, this £100 car finally cried enough, and the headgasket recently blew. It doesn't look like Simon can justify repairing it (as he has another C900 that he is trying to get shipshape) but as it did us such sterling service it seems a fitting tribute that I mention it here.

His other car is a rare C Reg four-door turbo in silver with unusual red velour trim. It does have the black dash and pillars, but nonetheless this is a curiously retro combination that really does seem to be finding favour these days.

Meanwhile, Jonathan Davies (19665) wrote to register his affectionately named C900, Birdbath!

"We first met a couple of years ago, but she (Birdbath) recently came to stay with me (on the condition that I'm not allowed to sell her) when my friend and previous owner JimmyG bought himself a motorbike.

"There isn't much history but rumour has it she was once the pampered project of Steve Lewis – supposedly his first headlining. Full boost was always deployed by Jimmy though, and

## New Registrations

**Name:** Chris Gudger  
**Area:** Leicestershire  
**Mem No:** 13666  
**Reg:** K599 MKV  
**Model:** T16s 3-door  
**Colour:** Imola Red  
**Mileage:** 150,000 miles

**Name:** Simon Jones  
Six former keepers  
**Model:** 4-door c900 Turbo 4 DOHC 16 C891 GOL  
**Chassis:** YS3AT45L0F1034599.  
**Condition:** very good, only thing wrong with interior is the droopy headlining.  
**Exterior:** Silver exterior with red velour interior (not full red, it has black dash and pillars). Fine for its age, all original paint

**Name:** Chris Wain  
Three former keepers  
**Model:** C900s convertible LPT  
**Chassis:** YS3AD75S3P7005098  
**Mileage:** 87,000 miles

**Name:** Richard Price  
**Mem No:** 019434D-12  
**Chassis:** YS3AD35L9K70200  
**Body colour** 204b  
**Trim** E44  
**Mileage:** 116,000 miles  
Made a round trip of, 4,000 miles in the summer (Norway, Finland, Sweden) back to Aberdeen. This is one of two 900 that I own, the other being a cirrus white n/a 8 valve

**Name:** Jonathan Davies  
**Mem No:** 019665  
**Model:** 1988 T16s Airflow  
**Colour:** White 3-door  
Standard tune. A coachline reads Yarnolds – presumably a dealer special? Leather seats, cruise, electric windows and sunroof, type 7 primary and vredstein tyres.

# 900REGISTER



although he has done a lot of work to the car, his driving style also necessitated the need for three gearboxes! Seemingly he didn't polish her once though...

"In my hand she is being treated with the care and attention she needs and has been to a few Saab meets north of the border. Overall she is a pretty solid car for her age and scrubs up well, though I suppose a re-spray wouldn't go amiss. Go swift, so safe, go Saab!"

And finally, an inspiring story from John and Julie Cartledge who solved a wine related problem, the Saab way.

"Or Clifford and Harvey (Halfy) as my daughter prefers. My daughter named our 1991 T16S Convertible, Clifford as he's red with a big name tag (the Clifford alarm plate) after children's cartoon character Clifford the Big Red Dog. Harvey though is another beast altogether – let me explain. Last year we went on holiday to Albas in the Lot region of France, and after many an evening enjoying great food and wine, we bemoaned the fact we had flown – severely limiting the amount of wine we could bring back.

"After one particularly long day enjoying the fruits of the region our hosts suggested we drive down the following year in our C900 and bring a trailer to allow us to take home as much wine as we liked. After a few more glasses, the plan became more contrived and it was hatched that a Saab trailer would be created to be towed behind our T16S Convertible.

"Unlike similar late-night discussions, this one carried forward to the next morning and continued to grow in both ambition and likelihood. My wife Julie thought it was just like me, but as the 900 was hers, she decided that as long as it was the same colour, had the same body kit and alloys, then why not, let's do it!

"After a few months of planning I began looking for a suitable donor vehicle that was cheap. Eventually I found a 2-door 8 valve Turbo that was good and solid for £150 and collected him from South Wales. Jon Saab in Poole kindly helped strip him down to a carcass, and distributed the engine, gearbox and other usable items to needy cars in the region while I found help to get the oxy scalpel to work.

"Andy, John and the guys at New Milton Motors initially thought we were bonkers but agreed to fabricate the chassis, cut the donor vehicle in half and mount it on the frame. I have to admit it was a very strange sensation drawing cut lines on pillars and the floor pans like some mad surgeon, but the deal was done, torches were lit and the 900 became half a Saab. The roof became the front panel, a heavy duty hitch was bolted on and phase one was complete and ready for a road test. The very strange-looking appendage towed like a dream, but did create some amusement to the pedestrians we passed.

"Next the trailer went to Kustom Kolors

([www.kustomkolors.co.uk](http://www.kustomkolors.co.uk)), as the year previous they had done a great job of re-spraying Clifford and were intrigued by the challenge of turning half a rusty Saab into a fully fledged trailer. It was decided we would use aluminum checker plate to line the trailer space with individual plates being seam-welded while we capped various holes created during the creation. An 'S' kit would be fitted post-paint and we'd sort a tonneau cover at a later date. A few months and a lot of part searching later, Harvey was rolled out of the workshop to smiles the size of the Grand Canyon from all who helped create him.

"Only two parts of the jigsaw were left – the aforementioned cover and some alloys. A contact of Kustom Kolors sorted a mohair cover that wouldn't blow off while eating up the French motorway miles to Albas. This just left the alloys – Clifford has curly alloys but the trailer was born from a 1985 two-door leaving me with the problem of the axle being the wrong type for the later alloys. This would have meant acquiring a replacement axle for the trailer and fitting it in the two weeks left before holidays, so with great disappointment new wheel trims were fitted and that was that. It didn't make that much difference, and did leave me with something to do next year.

"Finally, Clifford was serviced, a new gearbox (many thanks Two-Stroke) and clutch were fitted in preparation for the journey and off we went. I can honestly say having been to several classic car rallies and shows that the combo definitely attracted more attention than envisaged. Clifford and Harvey were photographed endlessly on the motorway and when we stopped. In fact many an interested party engaged in discussion about how long it took, how much it cost but all in all everyone was very positive and complimentary on the Saab and a half.

"We arrived in Albas at Justin and Robin's [www.lotfrance.com](http://www.lotfrance.com) a Saab-friendly holiday destination where the initial idea was born, and the story of Harvey is complete. Needless to say many a vineyard visit later we returned home fully laden, very relaxed with great memories.

"No breakdowns, 1700 miles later, averaging 30mpg empty and 26.5mpg loaded up, this year's holiday was much more fun than simply getting on a plane, with the bonus of having made lots of new friends because of Harvey the trailer, though we would share the experience with you."

Great stuff, I'm sure you will agree? A cracking start to the year, and I can only hope that you continue to provide me with such exciting and interesting registrations and tales of C900 ownership. In the meantime, if there is anything I can help with, please don't hesitate to get in touch.

*Graeme*

# 9-3SPORTSSALOON REGISTER



All correspondence to:

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Firstly I would like to apologise for the absence of my column for the last couple of issues, my computer skills are sorely lacking and I have been tested beyond my capabilities!

Now the new year is with us I mean to make amends, but the downside is that all of you who have been good enough to get in touch with your details – I have lost your details.

They may surface when the tech guys try to resurrect my PC!

And so to a new year – I have been left a message by one Member about it being the 10th Anniversary of the Viggen but again the blasted techno gremlins have struck so if you can get back to me Zed, if I can I

will go through any ideas you have been mulling over and put them forward for everyone's opinions and we can see what can be arranged.

This is really just a quick one to let everyone know I'm still here to help and put your comments about the wonderful Saab 9-3.

You may have a particular issue or item of interest that we could all share from.

Please drop me a message and if I can be of any help or assistance I will be all too pleased to help.

And finally, all that is left to say is a Happy New Year to one and all.

*Andy*

## ADVERTORIAL

# UK SPARE PARTS SALES

JPB Components was established back in 1982 initially supplying Volvo and Saab parts to the first specialists who had set up to offer an alternative to the franchised Dealers and help combat the exorbitant costs of running Swedish cars on the UK's roads, at this time the only source of parts was the Dealers and if you owned a Saab or a Volvo and wanted to keep your warranty intact you were restricted to Dealer only supply of parts and they could charge whatever they wanted.

Since that time the popularity of Saabs and Volvos has grown considerably acknowledging their solid build quality, performance and safety record which has always been amongst the best, also their longevity has meant there is a strong requirement of parts for the new and the older models.

Now that block exemption has come to an end and EU competition laws have come into force, the intention is to increase availability of parts and therefore bring down the prices to the end user. Parts sales are now no longer held captive by the car manufacturers. Although this is now the prevailing law it is very difficult to ensure prices do come

down hence the potential to be fleeced when buying parts is still there. Retail prices are still way too high for many items and more competition is needed to bring these prices down, the first and most important part of this is, the availability of equal quality guaranteed parts at competitive prices. An additional spin off to this transition is that the responsibility to keep available rare parts and parts for older models moves to the independent sector therefore supporting the continued use of the classic models.

JPB is now working together with Scan-tech Sweden to bring a complete range of parts into the reach of all who need them, with large stocks and twice weekly top up orders from Sweden all parts are available for delivery throughout the UK next day.

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**John Brown – JPB Components**



## how to IMPROVE YOUR AERO

And we're back! And with that a very Happy New Year to you all. I trust you all had a superb Christmas and don't forget to let us know if there was a new 9-5 waiting under the tree for you.

Last time we mentioned that we would like to raise the issue of modifications following Richard Slooyczak thoughts about upgrading his 9-5. Tony Harper has e-mailed us:

"I felt compelled to write having just read the Register article and the question posed by Richard Slooyczak, because I too am interested in exploring the performance upgrade question further.

"To preface my own thoughts, I ought to register the fact that I bought my current Saab a 9-5 Aero Estate 2002 MY in Silver in mid-July 2008. It is my second Saab, having previously owned a 2000 MY 9-3LPT 2.0SE which initially converted me to the marque. I loved the peerlessly comfortable seats and of course the decent performance in the 9-3. The 9-5 Aero just takes the performance element to another level and I must say I am absolutely delighted with it.

"I have recently replaced the front tyres, putting Michelin Pilot Primacies on and the handling is more sure-footed as a result. With 250bhp I'm not looking for something which is necessarily quicker, though a little more pace is always welcome, but I would be

interested in an ECU upgrade which offered economy as well as performance benefits. I would therefore be very interested to hear about other owners' experiences in this regard.

"Although I have no personal experience of ECU upgrades/chipping or whatever you wish to call it, I have had my car serviced by TDC Saab in St Albans (very good outfit of ex-Saab mechanics and people who seem to know their Saabs) and when I said to them that I was considering an Abbot performance upgrade or trionic seven chip, they were quite sceptical. They said that in their experience chipping can cause problems to come to light when they would otherwise have been undetected. In short, you don't know what kind of driving/treatment the car has had prior to your ownership – even if it has a full service history – and so you don't know what additional stresses a chipped ECU might place on the engine and for this reason they wouldn't recommend these sorts of modifications. They said that especially on the Aero in its already highly tuned state, it doesn't really need this sort of thing.

"I must say I didn't want to listen to them because the thought of



was a recipe for disaster but despite (what I would put down to my youth) being driven pretty badly still went on to complete another 50,000 miles before being killed by a lorry, mechanically as sound as the day it left the factory. Again, you never really know how your car has been treated. In terms of stresses on an engine if it is any reassurance for you there are 9-5s in this country that have close to 500bhp. Modifications are by no means new and had been pretty well tried and tested before the 9-5 came along. Please don't forget that Saab is prepared to offer the standard warranty on a modified Saab with a Hirsch upgrade. If you are unsure, run through your plans with whichever company you choose before you do it and get them to check your car over before it is done. From everybody I have ever met involved with modifying Saabs it seems to be more than a business to them and really is something they are all very passionate about. In many cases this passion comes out in the results of what could be your car. Rather than the risks involved in tweaking your car, we actually tend to get asked about the risks of buying a used Aero for the same reason. Unfortunately, even buying a new car can be a risk.

Sending details regarding Richard's comments from last time is none other than Abbott Racing. Giles of Abbot Racing has sent us some background info on their involvement with Saab's over the years which actually may well reassure Richard, Tony or anybody else in a similar position considering upgrading their Saab:

"From my personal point of view, we here at Abbott Racing had a connection with Saab back in 1987, when we were approached to work the Challenge car in the 900 series. We were then blessed with Mobil 1 sponsorship through Mike Smith the DJ and then we were asked to race the 9000 for Saab GB with factory support. We raced the 9000 2.0 then the 2.3, then the 2.3CS, then the 900GM and then the 9-3. Being the most successful Saab Racing Team ever, and also winning the Willhire 24 Hour Race.

"In 1997, we saw our first 9-5 with the new T7 management. It soon became apparent that the tuning potentials were almost unlimited. To simplify things, Saab built a car for all climates, countries and conditions. For us we don't experience poor fuel, climate, ambient and extreme altitudes. When we do conversions for South Africa, we run different programmes for different specifications of cars with the knowledge that we have built up over the years. The Saab block or engine with the right parts added, is capable of

tweaking the 9-5 Aero to make it even better is one I would like to follow through on. That said, I've not taken the idea further up until now and so I am very keen to hear from anyone who has had the Abbott (or similar) treatment.

"I would also like to hear from anyone who has fitted a strut brace to their 9-5. The new tyres improved the front-end feel and I wonder whether a strut brace would further enhance road-holding and handling, so if you or anyone else has any views on this I would be interested to hear them.

"I look forward to the magazine arriving every couple of months and I am pleased to be driving around in a marque which has so many other enthusiastic owners and I very much look forward to hearing some views on the above topics."

Firstly, many thanks for your registration. It's great to have you with us. Regarding the upgrade, it is only natural that when you have invested a considerable sum of money in something that you want to look after it. Like you, my car wasn't purchased new and with most used purchases you don't really know how it has been treated prior to your ownership. My very first Aero was a 9000 that at the point I purchased it was three and a half years old and had covered 96,000 miles (something like four times round the world), it showed four previous owners and was on its second gearbox. You would think this

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# 9-5REGISTER



withstanding over 500bhp. If you have a 9-5LPT from the factory, there is no reason why you cannot change the programme in the ECU to give it 210bhp. The weak link in all this, is the Garratt GT17 Turbo, but if oil and filter changes are carried out at every 6,000 miles, this should not become a problem. The main reason why the sump sludging engine problems are arising on these cars is primarily down to the Saab service schedules, 12,000 miles is too long without fresh oil and filter change.

"When we reprogramme the ECU for more power there is a misconception it will use more fuel, this is not the case as the engine, whilst offering more power, is also far more efficient. We also see in some cases, considerably better fuel consumption. Normally between 6-10mpg improvement is regularly seen on power upgrades. Really it is a win, win situation, better performance, more power, more torque for overtaking and really less wide open throttle positions.

"In 2000 all Saabs came out of the factory with twin catalysts, there was preheat cat before the main cat. This is also very restrictive to the car and even though it could be argued slightly cleaner emissions out the back, you could say more of it! This preheat cat is very restrictive to the engine. To keep the car at 70mph, with the twin cat downpipe fitted, let's say you will be at

15% throttle, if you remove the twin cat downpipe and fit a sports single cat downpipe, you may be as low as 7% throttle opening. The ignition timing on full load is around 7 degrees, once the restriction and back pressure has been removed we can increase the timing and again the car is more efficient with better advance."

Abbott also kindly sent us a bit more info on what they do:

"Our tuning guide is designed to show which parts are required to achieve a certain power levels.

"Two important elements that decide an engine's maximum power are compression ratio and turbo size. Optimising other hardware allows the limits of these items to be reached.

"The Saab 9-5 engines in standard form all have a high compression ratio, which is good for off-boost performance and efficiency, but unfortunately as higher boost pressures are used this high compression ratio causes excessive detonation or pinking. The ignition timing can be adjusted to reduce this problem at high boost levels, but the reduction in ignition advance affects the power output.

"Saabs as standard use relatively small Turbos, this gives very good boost response, but also causes a lot of backpressure within the exhaust manifold. This is especially true of the GT17 used on the non-aero models. The twin catalyst exhaust increases this

backpressure further. The effect of the backpressure is to contaminate the fresh charge in the combustion chamber, this contamination increases the likelihood of detonation further.

"To reduce the backpressure without fitting a bigger turbo, we fit a 3" exhaust system, which incorporates a free-flowing sports catalyst.

"With the backpressure reduced concentration goes to the induction side, improvements in this range from a replacement air filter to improved intercooler and pipe-work.

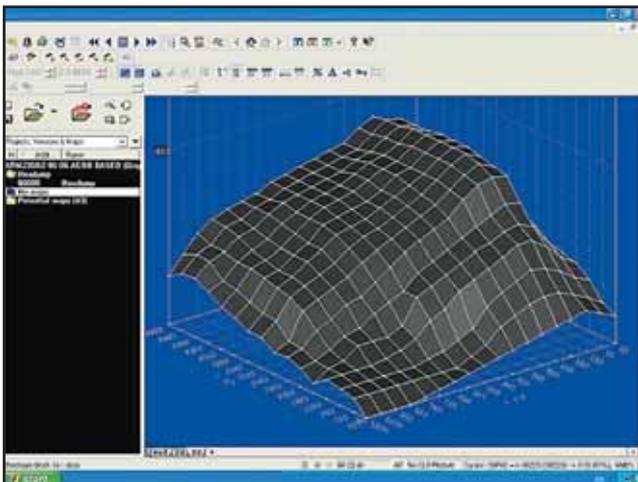
"As power levels increase, the standard fuel injectors start struggling to provide enough fuel and the fitting of higher flow injectors becomes essential.

"Our current development engine on our engine dynamometer has the following specification:

- AR 3" Exhaust System
- Wossner Low compression forged pistons
- AR Forged con rods
- Garrett GT28 roller bearing turbo
- Abbott Racing Intercooler
- ITG Air Filter
- AR Delivery Pipe
- AR Intake Pipe
- 'Green Giant' Bosch injectors
- Walbro High capacity fuel pump
- Custom software

"This combination of parts ensures good breathing with low backpressure and can produce a constant 400hp.

"All our 9-5 Trionic 7 upgrades are developed in-house using the latest tuning software that features automatic map recognition and checksum correction. With the aid of our SuperFlow engine dynamometer, we can closely monitor all the engine parameters to optimise engine performance."



Example of a "Request map" in Trionic 7

If you have any experiences of upgrades please do let us know your thoughts. Thank you to everybody who has sent details in this time. Please do keep them coming.

Tim

## New Registrations

The first new registration of the year (just missed it last time) is **John Thys**. John registers his Vector Sport 1.9 Diesel Saloon in the fantastic Titan Grey. With a monster 500 miles on it I am sure you have a good few hundred thousand left in it. John says:

"I have wanted a Saab for many years so before I got too old I thought I had better get one. I went to Holdcroft Saab looking for a 9-3. The salesman told me that the factory was closing for a months' holiday and it would take a month to build, then they had to ship it over. How true this is I don't know anyway he had a 9-5 in stock with about a third off the price. I of course jumped at it. The colour is Titan Grey, pre-reg one day old with 10 miles on the clock Vector Sport Auto. The reg was DS08 WWT but I put my own plate on which is J17HYS. I hope to keep it for many years and have many miles happy motoring." I am sure you will John.

**Simon Cross** also registers his 9-5, this one being a 2000X 2.3LPT. In SE trim this one is Black with black interior. At 42,000 miles this one has had a new turbo and full sump and strainer clean. We have mentioned oil problems on a number of occasions and as some people have found to their cost, well worth doing.

**Jim Petts** e-mailed us saying: "Last year changed 9-5 2.3 Estate OU51 KKV for 9-5 Estate 3.0 TID NK03 UDD (known as the Ninky-Nonk to its friends). This had been treated to a new engine at 95,000 miles and I have carefully run it in with extra oil changes (now at around 115,000 miles). Still had a slight (ha!) problem when it decided to need a new clutch and flywheel, so it hasn't been a great success yet. It is, however, splendidly frugal on the motorway.

This is, by the way, Saab number five, I still remember my first Saab which I used to fill with four-gallons-for-a-quid and a pint of SAE 30. Those were the days!

Also e-mailing us this time is **Julian Uzzell** from Drifffield, East Yorkshire. Julian has registered his Imola Red 9-5 Aero.

"I have owned her for four months and the current mileage is 91,000 miles. I would like to email you some pics if possible as she is a real head turner." Please do send us some pics Julian.

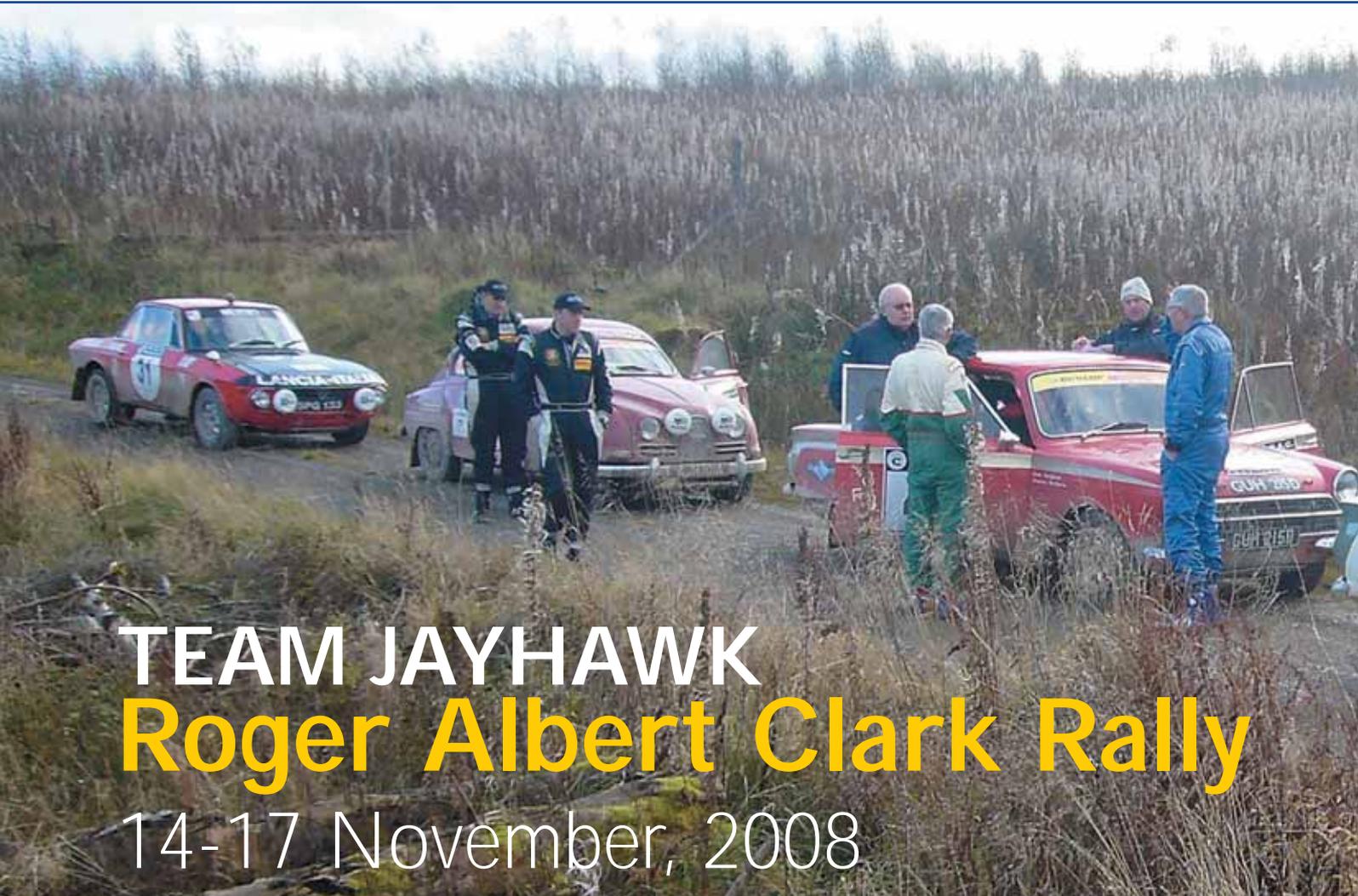
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Telephone/Fax: 01452 855551

E-mail: 9-5@saabclub.co.uk



## TEAM JAYHAWK Roger Albert Clark Rally 14-17 November, 2008



*AIM lifts a wheel at Olivers Mount, the cornering forces are about to shut the engine down momentarily.*

Get this, last year we finished 90 seconds behind a Lancia Fulvia, this year we finished 50 minutes in front of it.

We'd started the event as the oldest, slowest and cheapest car in the event, but, by the end we'd achieved our best result ever, finishing 20th out of 39 starters, first in class and second historic. I still can't quite believe so many others fell by the wayside, or otherwise lost enough time, to enable us to finish



so high in the rankings. We came away with no body damage, although we buckled one wheel and tore a lump out of a tyre. We will need to do one or two repairs, but the car finished in good enough shape to take on another rally without major works. A remarkable achievement for the team, and a 45-year-old car.

The first leg of the event is two floodlit stages at Temple Newsam in Leeds on the Friday night. I don't like the stage and I wasn't looking forward to having to do it twice on the first night, and in the dark. In fact it was nice to run the car around

just to check all was well. The very first corner of the stage is a hairpin made out of straw bales. It's so tight you have to slide the car to get round. I'd forgotten, so we ended up with the 'chump manoeuvre': not getting round without the handbrake and having to reverse off and try again. Luckily there were a lot of spectators to witness such a fine start. Driving the stage with cold tyres is very slippery, but being the only car in class means there is no pressure to go fast, which is a relief. That desire to set quick times on the first two stages was evident in the number of cars that came back to

service with extensive body damage.

For Saturday's second leg, the rally was very similar in format to last year: a very early start at 6.00am in Leeds; moving on to the Yorkshire forests; a long road section; then two stages of Greystoke in the dark before the overnight halt in Carlisle – we got to our beds in the early hours of Sunday morning. This year there was a new feature – four stages on Oliver's Mount in Scarborough, a motorcycle circuit which was Barry Sheene's favourite after the TT on the Isle of Man. I'd been dreading these stages as the circuit looked very narrow and we'd be on stage



*Pressing on in the dark, Greystoke on Saturday night, towards the end of a very long day. It has become a bit of a tradition to do this stage with the lighting failing, last year we went round on sidelights. This year was no exception, the bumper spots have failed, the offside one being currently better suited to puddle counting than illumination.*



*At speed on a long corner: the car is just transferring from brake/turning to exit, using the camber of the corner for added traction. Note the compressed offside front suspension, the slip angles of both front and rear axles, and the different speed of rotation of the front and rear wheels. The nearside front wheel is clearly spinning fast while the offside front, with nearly all the weight of the car on it, would be providing most of the traction. The nearside rear is beginning to follow after the front of the car having just come to the end of a slide. Most of the turning for this corner would have been achieved with left-foot braking and a hint of left lock, the right foot staying planted on the throttle.*

## THE SCOTTISH AND BORDER STAGES ARE JUST MAGNIFICENT TO DRIVE ON, WITH STUNNING SCENERY AND GREAT TERRAIN. THE WEATHER WAS FANTASTIC, CLEAR AND SUNNY.

at the same time as the event-leading Escorts that couldn't help but be faster than us.

The circuit was a revelation and provided some of the most dramatic moments of the rally. It rises uphill between hairpins before coming down very steeply through a series of sharp corners with the famous car-killing 'Mere Hairpin' at the bottom before the stage repeats. Mere Hairpin comes at the end of a long, fairly straight, downhill section, so you arrive going very quickly at the corner entry. The circuit turns very acute right here so it was exciting for the expectant spectators every time a car passed.

We added to the occasion on our fourth run when the engine cut out completely at the apex of the corner. The deceleration and hard turn created such powerful forces that the two fuel pumps were not capable of supplying the engine with fuel. In the ensuing panic we got back under control and made it round the corner, but were now running down

the bottom straight without the engine running. I assumed the immobiliser had cut in so turned that off rather than trying the starter motor. A hot two-stroke engine is reluctant enough to start; one where the fuel has been flung away from it is even sulkier. Once I'd turned the immobiliser back on and tried the right switch we finally got going again.

Andy, the new navigator, got a fairly direct experience of rallying on the uphill part of the circuit. He was wondering why I was driving hard over on the left of the track with my indicator on. David Stokes's Escort then came past his side of the car, missed us by centimetres and rocked our car with his slipstream. A fire-breathing Escort has something like a 280 horsepower advantage on our Two-Stroke. At the best of times the discrepancy in speed would be emphatic, but as the track hadn't been swept for the event, our vision was completely obliterated by the amazing number of leaves kicked up behind it. Interestingly Stokes passed us about halfway along the uphill approach to Drury's Hairpin. This corner is a very acute left followed immediately by quite a sharp right. Although he left us for dead on the hill, we'd just about caught up with him at the exit of the corner complex before he disappeared down the following straight to Memorial Corner.

After our last run on Oliver's Mount we had a long road section to Carlisle that included one of my highlights, a time control in the pitch black at Scotch

Corner where the rally closes up the competitors. As a result, for about half an hour, you have 40 rally cars lurking silently, in near pitch blackness, in a lay-by off the A1. The sense of restrained potency always gives me goosebumps.

I was delighted with our team effort on the first full day. It all ran very smoothly with all our pre-event preparation coming good. Where we had correctly identified points of difficulty before the event, we had all risen to the various challenges and everyone had performed their roles perfectly. Changing a ball joint at Penrith Truck Stop without losing any time on a road section had even seemed like a normal thing to be doing. So we went to bed with a job well done and a good chunk of the rally mileage under our belts.

We were up early the next morning for the third leg, this took us up into Scotland and was much less smooth running. The Scottish and border stages are just magnificent to drive on, with stunning scenery and great terrain. The weather was fantastic, clear and sunny. Unfortunately, as we came to the end of Castle O'er, vile noises were coming from the front of the car and the charging light made an unwelcome appearance. We caught up with the chase car and found the alternator pulley had given up: the centre of it had worn to an oval before throwing off the fan belt. With no time for a repair and needing to make our arrival time at the next stage, we set off to do Craik, a 7.58 mile stage with no fan belt and thus no alternator or cooling. The



*Rallying is very much a team effort, and the team is only as good as its weakest link. Thankfully we are supported by one of the very best and my driving is deeply flattered by their vital contributions. From left to right: Andy Harris (navigator rally car), John Harrison (navigator chase car), Nick Sparks (service van/trailer), Jim Valentine (driver rally car), John Sparks (driver chase car), Nick Pinkett (service van).*

plan was to meet the chase car at the far end of the stage. The chase car would have to cover 15 miles going round by road to meet us there.

The battery in AJM runs an electric fuel pump, water pump, radiator fan, and the ignition system. The missing fan belt not only drives the alternator, but also the cooling fan. Last year when we were having charging problems the battery very quickly started losing the power required even to feed the ignition. Fearing the car cutting altogether, needing to get to the rendezvous, watching the engine temperature getting further and further into the red, beset by worries that the alternator might be beyond repair, and knowing that the spare alternator is in Buckingham rather than in the service van, is no way to drive down a stage.

As we waited anxiously for the chase car to catch us up at the stage finish we caught one of the most talked about moments of the rally. Malcolm Wilson had yet to achieve a clear lead in the event

and Martin McCormack, his closest competitor, had just crashed behind us on the stage. As Wilson came by us one of Martin McCormack's mechanics, who had just lent us the perfect washer to repair the alternator pulley, turned round, tore open the door of Malcolm Wilson's rally car and hurled a torrent of abuse at Wilson. Trust me, an Irish accent is perfect for these occasions. Wilson drove off with McCormack's lad kicking the back of his Escort. By the time this passionate, if fairly innocuous, confrontation had been through the rumour mill of the event, it had become a pitched battle between McCormack and Wilson's service crews. Unless of course they had a further battle that we missed out on...

In the meantime I actually thought we were going to have to retire from the event. I should have had more faith. John Harrison and John Sparks, the best chase crew you could ask for, got us back in the rally using a washer and a bottle top. With enough of a repair to get us through

the next section and back to service, we set about trying to make up time on the 32-mile road section to the next stage. Over four days of the event I don't think I drove better than on this section. Sometimes driving well just all comes together and, with the sun dimming, and a deadline to make, we charged down the long valley to Newcastleton. I was 'in my moment' and we arrived at the next stage start with fifteen minutes in hand. It's only a shame I can't find that sort of form on the competitive sections.

Leg Four on Monday was something of an anti-climax after the drama of Sunday and the steady running of Saturday. After four long days and some very short sleeps, a very exhausted but triumphant team assembled for a group photo seconds after we finished. I took a call from work shortly after, thinking it would be congratulations on finishing. Not a chance. Work needed the service van back in London at 8am to send to Milan.

**Jim Valentine and Andy Harris**

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## 9000

### 9000 Aero Auto

Black Automatic, 5 door hatch. 140,000 miles. All usual Aero extra's. MOT November 2009, Tax April 2009. Full recorded history. Two owners from new, current owner eight years. Auto changer and factory audio up-grade (pre-amp). Grey leather interior, excellent condition. Private sale. £2250. Tel: 01425 275584 (Christchurch, Dorset).

### 9000 CSE Anniversary

June 1997, P Reg, 2.0LPT, 5 door manual. Usual high specification for Special Edition Anniversary model including ACC. Black with duo-tone full leather interior. Average mileage with FSSH. My everyday car for over seven years before purchase of 9-5 2.3 Hot Aero. Best offer over £500 to a good home. Ring my office 029 20568111 for a chat. (Cardiff).

## 9000 Aero

Ken Keeley the parts manager at Lewis Saab of Chichester, in West Sussex owns a rather special 1996, 9000 aero which is in near mint condition and he wishes to sell. The car is for sale at Lewis Saab and is a one off, having been refurbished throughout the car has had many engine upgrades, and is running between 290-300bhp. Parts fitted include big valve gas flowed head, large turbo and intercooler. The brakes have been uprated to AP racing callipers with 330mm discs and the car is fitted with 18" speedline alloys. Ken is looking for around £4500. If anyone is interested Ken will forward pictures of the car. You can e-mail Ken on [nicola.keeley1@ntlworld.com](mailto:nicola.keeley1@ntlworld.com) or phone 02392 462148.

## Bits and Pieces

### 900s 16v Turbo

1986, sell complete or break for spares. Three spoke alloys, body kit, face lift, front three door hatchback. £400 or will break. Mob: 07887866326 or Tel: 01942 862679 (Wigan).

### 99 1971

Chrome Bumper type. Savannah Beige, 4 Door. Tax Exempt, MOT July 2009. Winner of best in show SOC National 2008. £1500 OVNO. Contact Rich on 07709707938 or E-mail [morganator50@hotmail.com](mailto:morganator50@hotmail.com)

## Abandoned Project

Breaking two 9000 CSE. Citrin Beige 2.0LPT. 69,000 miles. FSH. Silver 2.0i, 116,000 miles black leather. All parts available cheap. Tel: 01937 589348 Mob: 07815516329 (Wetherby).

## Off Road Tyres

Four new Maxsport RB1 rally tyres for sale. Size 175/70R15. Suitable for Saab 95/96/V4 for historic rallying/motorsport. Offers for quick sale. Tel: 01684 568400. Mob: 07903903920 (Worcestershire).

## 9000

4 x 'wire look', 6 x 15 alloys with 205HR 15 tyres. Good condition. Offers please. Tel: 01944 711215 anytime (North Yorkshire).

## Misc

### Oil Leaking from Distributor

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

## Holiday Lets

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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.

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**Kay Scott Tel: 01943 461679**  
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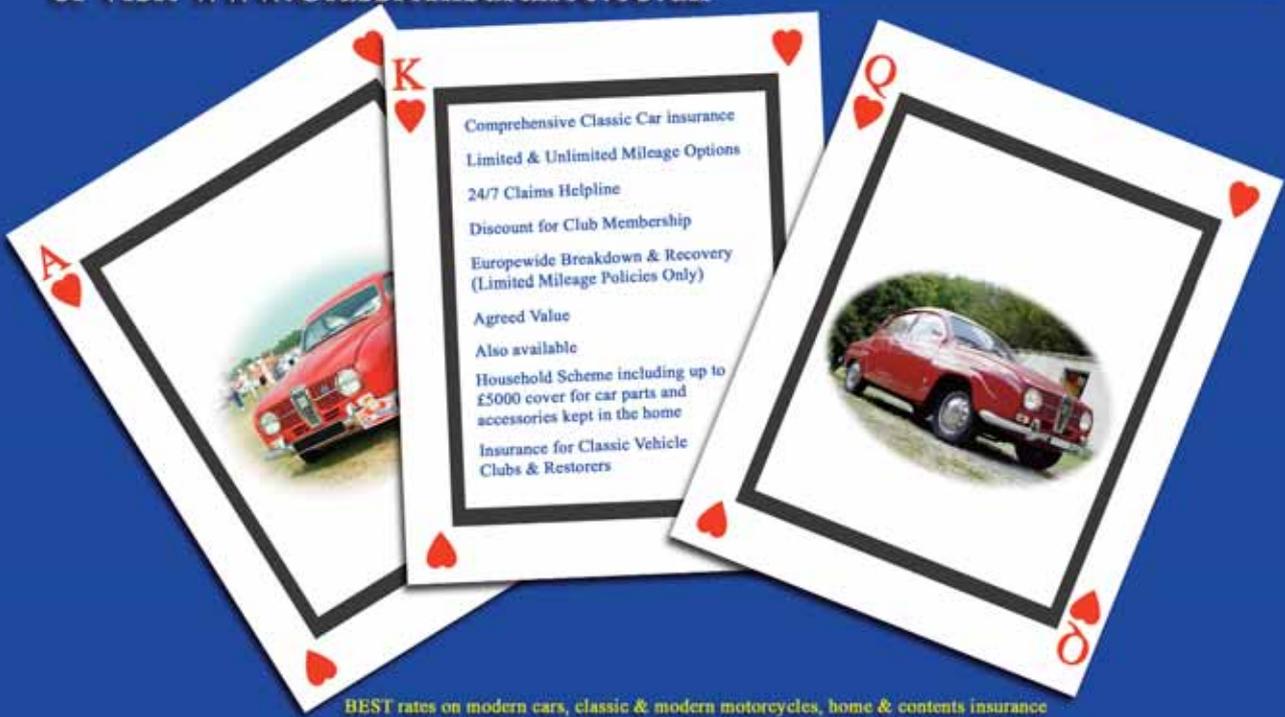
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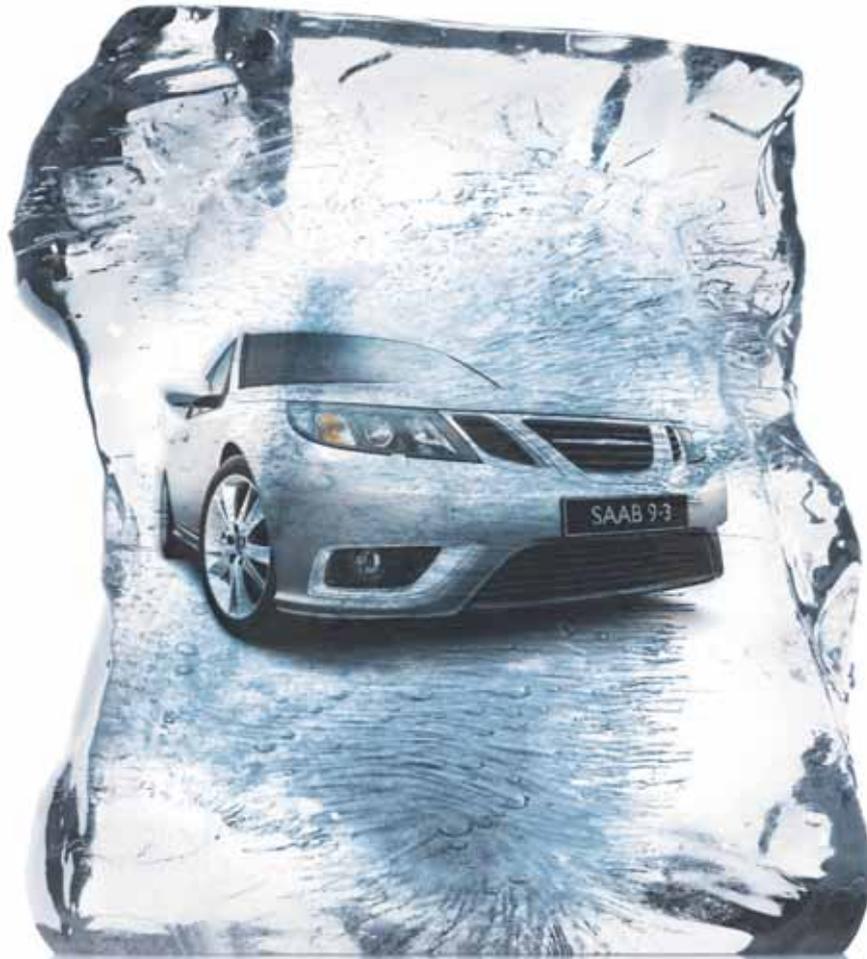
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