

MARCH/APRIL 2009 ISSUE 2 £5.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



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**SAAB NEWS**  
Can the 9-4x save Saab?

**ROBIN'S REVIEW**  
What's happening in the motor industry?

**MOTORSPORT**  
Wild and wet days at Castle Combe



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

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

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

Classified Advertisements  
– see details on page 58.

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

## DEADLINE DATES FOR CONTRIBUTORS

May/June 2009 ISSUE: 20th Mar 2009  
Jul/Aug 2009 ISSUE: 22nd May 2009

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott  
KJS Advertising Tel: 01943 461679  
E-mail: kjsadvertising@btinternet.com

## CLUB VALUATION SCHEME

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

Ken Dover  
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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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As I compile this Steering Wheel the snow is falling in Derbyshire, but spring is nearly here and we can look forward to a warmer climate and lighter nights. It's time to clean your cars and think about events planned in 2009.

The Board has now agreed that the National in 2009 will be held at the racecourse in Stratford-upon-Avon on Saturday, 25 July. This area has many interesting tourist attractions and should be an ideal location for all age groups.

As the last year's National was very successful, we have decided to adopt the same format. You can come for the day on Saturday or arrive Friday and stay as long as you wish.

To give you an idea, you can pre-book a meal on Friday and Saturday evening, or make your own arrangements. All the main activities will be on Saturday with a prize giving at about 4.00pm. Saturday night will include the optional pre-booked evening meal. On Sunday you can have a day where you can please yourself and enjoy some of the local attractions.

We are looking for volunteers to help organise this event and Derek Best would like to hear from anyone who can help with marshalling duties, children's activities and games. There are many other jobs that need to be done, and if we have more helpers it means no one has to work all day and so allows everyone to enjoy the event.

This year is the 10th Anniversary for the Saab 9-3 Viggen, we would like to see as many Viggens attend as possible, please spread the word around your local contacts, we will organise a special competition at the National.

Other Club events are advertised in 'What's On' and the 'Noticeboard'. Some of these include:

- The Royal Hotel, Stirling, Scottish Weekend  
Friday, 20-22 March 2009
- Ironbridge Spring Weekend  
Friday, 24-26 April 2009
- Peaks and Dales  
Saturday, 13 June 2009 (see feature on page 30)
- 50th Anniversary International Saab Club meeting  
Friday 7-8 August Doesburg, Netherlands

## ADVANCE NOTICE

# NATIONAL 2009

## 25TH JULY

## STRATFORD-ON-AVON RACECOURSE

FULL DETAILS IN MAY/JUNE 'DRIVER'

The hotel weekends are popular relaxing events and if you are quick you may be able to join us in Ironbridge or Scotland. New members are very welcome.

As the economic climate has not improved apart from reduced VAT and fuel prices, we can make ourselves feel more optimistic if we dwell on the positive benefits of increased competition. This means, in a nutshell, that it has never been a better time to buy a new or secondhand Saab and they now represent even better value.

These are the main points from the last Board meeting held on the 25 January.

- Due to new unforeseen changes at work Julian Lawless is now unable to take up the position of Finance Director and has resigned from the Board. We are actively looking for a new appointment but until then Keith Copperwheat has kindly said that he will continue in this role. If you are interested in taking up this appointment please contact Keith for more information.
- A loss for 2008 looks likely as previously reported and steps are being taken both to promote membership and save costs. (See the Membership Challenge in the centre pages).
- Mr N Franklin of Chris Knott Insurance joined the meeting to let us know how the insurance business was progressing and how he saw its development and promotion in the future. We all are convinced that this arrangement saves Members a significant amount of money and promotes their continued support for the Club. Chris Knott does not accept insurance proposals on the Internet as his company does not feel they can give a quality service, which meets customer needs, without talking to them.
- We still believe that the most effective way to promote the Club in order to attract and retain new Members is through Saab specialists and some dealers. The major advantages to new Members are discounts on parts and insurance. The dealer benefits from targeted advertising for new customers and improved customer retention. Kay Scott of KJS advertising is keen to promote this idea and needs information regarding specialists in your area. If you are a specialist or know of one who does not advertise in the 'Driver' call Kay on 01943 461679 or e-mail [kjsadvertising@btinternet.com](mailto:kjsadvertising@btinternet.com) to see how we can work together. This information will also be used to set up a nationwide directory for our Members' use.
- The new website has now been launched but is still being refined. The next stage is to give access to individuals so that Group activities can be updated easily. A forum for Members only will be considered at a later date.
- We have a vacancy for a Member to run the GM 900 and 9-3 Register which we have also agreed to combine, anyone interested in taking up this responsibility please contact Alistair Philpott.

Finally a meeting has been arranged to discuss with Saab GB how we can develop closer links and help us both achieve our objectives. There is no doubt in the current climate we need now more than ever to work together.

Richard Elliott

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## Can the 9-4x save SAAB?



Jacking up car prices by some 11% has helped General Motors Corp's (GM.N) Saab brand improve margins in its key US market last year despite a sharp decline in volumes, the head of the ailing Swedish carmaker said on Monday: "We lost more than the market in terms of sales last year but our profitability went the other way around in the US because we have increased prices, we have repackaged the specifications of our vehicles, we have exited from some sales channels that were not profitable," Saab Managing Director Jan-Ake Jonsson told Reuters."

Under pressure to raise cash in the face of slumping sales, GM is attempting to sell Saab and said this week that it has been in

contact with a single investor interested in buying the brand.

Ford Motor Co (FN) is looking to sell its Volvo brand.

Saab's sales in the United States in 2008 fell 35% to 21,368 vehicles. "Instead of having a negative contribution on our vehicles here, we now have a positive contribution," the Saab chief said in an interview on the sidelines of the Detroit Auto Show.

He said that the debut of the upcoming 9-4x crossover that will be built in Mexico and go on sale in 2010 would bolster the brand's position in the United States by offering a natural hedge against harmful exchange rate effects that have plagued Swedish carmakers Saab and Volvo in recent years.



"For us, the US is pretty important. It's our number one market. In our opinion we need to be here and we need to show that we can make money in this market independent of the exchange rate," he said. "And of course, building the 9-4x is a good way of balancing the footprint."

For the moment, though, the company has traded off improvements in the United States with a deterioration in the UK market due to a sharp depreciation in the pound. "That has been the major impact on our result".

Saab plans to gain access to a Swedish state aid package for the local auto industry amounting to as much as 25 billion

Swedish crowns by presenting a business plan that foresees among other aspects a dramatic rise in sales.

"If we consistently are between 150,000 and 175,000 units, we will have a good return on our business", Jonsson said.

Saab sold a total of 94,000 vehicles last year, a decline of about 25%, roughly 80% of which were its smaller 9-3 model.

The company is pinning its hopes on the roll-out at the end of this year of its next generation 9-5, which it says could contribute peak annual sales of about 50,000 units.

It will also launch the 9-3x crossover in the middle of this year, a model it will display at the Geneva Auto Show this March.



## Classic limitations

Classic cars and historic vehicles were not designed for the traffic conditions we are likely to experience on today's roads, so drivers have to compensate accordingly.

At the same time, old vehicles are frequently the centre of attention wherever they travel: this gives drivers of such vehicles an opportunity to set an example by safe, considerate and courteous driving as well as meaning that drivers around them may be distracted.

Classic car drivers should know the limitations of their vehicles. Safety features we take for granted today (airbags, ABS, etc) are not there to assist if the worst comes to the worst. The steering column is often a metal pole pointing directly to your chest. And the driving style will have to be quite different if somebody is used to modern vehicles with low profile radial tyres and anti-lock disc brakes. Historic cars and motorcycles are sometimes able to travel at similar speeds to modern traffic, but lack the same levels of braking, adhesion and handling. So it's good advice to polish up your driving if you have a classic – to prevent a crash happening in the first place.

### How can advanced driving techniques help the classic car driver?

The advanced driving coaching provided by organisations such as the IAM includes:

- An emphasis on looking further ahead
- Techniques for interpreting what you see, so that you can plan your driving
- Techniques for spotting hazards – and even predicting ones you can't yet directly see
- A consistent, systematic approach to handling hazards

As well as the reduced risk of incident, such planning ahead delivers a smoother drive which reduces wear and tear on your pride and joy!

### In addition to polishing up your driving skills, what else can you do to protect yourself and your car?

Before setting off, the vehicle needs a check, especially if the car is returning to the road after any lengthy 'lay-down'.

The braking system was not designed for today's traffic conditions, and so deserves special attention to make sure it's in the best possible condition. Brake fluid should be drained and replaced at least once every three years and more frequently if the storage conditions are damp.

### Classic cars need a bit more routine maintenance than modern cars.

Bear in mind:

- Fluid levels and operation of lights (where fitted) should be checked prior to each journey
- Tyre condition and pressures should be checked prior to each journey
- Tyres do not last indefinitely, even in storage, and especially when exposed to outside conditions. Pneumatic tyres should be replaced if there are signs that the walls are damaged or that they have become inflexible. Tyres should be replaced, whether they are worn or not, after a number of years in accordance with manufacturers' recommendations or other appropriate guidelines

We take rearview mirrors for granted, but many old cars were fitted with no more than a single small interior mirror. Cars and motorcycles should be fitted with external mirrors, preferably on both sides, but certainly on the side where overtaking traffic will pass. Get into the habit of checking over the shoulder in blind spots – especially in slower vehicles.

For details of IAM advanced driving programmes, visit [www.iam.org.uk/eshop/membershipshop](http://www.iam.org.uk/eshop/membershipshop) which provides details of the IAM Skill for Life complete advanced driving programme, and also the quicker, but less comprehensive, DriveCheck option. Many national classic car clubs and registers are affiliated to the IAM and may be able to offer their Members discounts on the normal cost of the Skill for Like programme.

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

## SAAB on the way to independence?

After 20 years of foreign ownership, the future of Saab Automobile is once again in Swedish hands. On Friday 20 February 2009, the Vänersborg District Court approved the request for a reorganisation and restructuring which Saab's representative submitted earlier that morning.

"Today is the beginning of a new chapter in Saab's history", says Jan Åke Jonsson, Managing Director of Saab Automobile. "We are now recreating Saab Automobile as an independent unit. The road ahead will not be easy. Many have already suffered considerably as a result of the crisis in the automobile industry and sacrifices will be a part of our future, but after a period of tough decisions we will have laid the foundations for a new beginning.

"Saab has a trademark which is well established both in Sweden and internationally. We have a documented efficient production and we have a strong range of models in development. That is why we have chosen this road. The future will be tough, but the commitment which exists to support the Swedish automobile industry and Saab will help us in the arduous tasks which lie ahead of us."

The work of piloting the new Saab Automobile into the future will be led by a group of three persons: the lawyer Guy Lofalk, whom the District Court has appointed as Administrator, the Managing Director Jan Åke Jonsson, and the international reorganisation expert, Stephen Taylor.

The purpose of the company reorganisation is to create a short-term stability that will make it possible to develop a long-term solution for Saab. The Swedish Company Reorganization Act says that an application shall not be approved unless there is reasonable cause to assume that the purpose of the reorganisation will be achieved. In today's decision, the District Court has found that such conditions exist.

"I can already say that I am impressed by the competence within Saab", says Guy Lofalk, "and with three strong automobile models just around the corner it would be a waste not to try to find a long-term way forward."

*This appears to be an ongoing saga... we'll update you on the 'road to independence' in our next issue – Ed.*

## Government decision welcomed

The IAM welcomes the Department for Transport's decision to put an end to several years of uncertainty by keeping an annual MOT test, rather than moving to a two-year interval.

"The UK posts one of the highest MOT failure rates in Europe. The Government may have made the right decision on safety grounds, but it has yet to prove that consumers are getting value for money. That can only be done by consistent high quality implementation of the MOT scheme and transparent reporting of future trends so that we have the full picture," said Neil Greig, IAM Trust Director.

IAM research acquired in 2008 through the Freedom of Information Act revealed that 21.6 per cent of three-year old cars fail their first MOT test a higher failure rate than in some European countries that do first roadworthiness tests after four years (the European minimum). The research led the IAM to ask the following questions, many of which are yet to be answered:

- Why are first-test pass rates in some European countries better at four years than UK pass rates after three years?
- Does the three-year UK MOT test unnecessarily 'gold plate' the European minimum requirement for roadworthiness at a cost to UK motorists of £465 million?
- Would the European minimum roadworthiness test be enough to guarantee safety?
- Do the additional checks in UK testing criteria relate only to safety?
- Are accidents due to vehicle failure greater in countries that wait four years for a first compulsory roadworthiness test?
- In the UK, only garages carry out tests, test and supply the parts and labour needed to rectify faults. In some European countries, testing and rectifying procedures are kept

separate – should we consider the (re)introduction of independent testing centres?

The IAM also has unanswered questions for garages and manufacturers:

Why are so many UK cars failing the first MOT test after just three years when three-year warranties and service agreements are common? Is it because:

- Garages do the MOT test before the three-year warranty service instead of after it – if so, why?
- Manufacturers' service schedules do not cover all the points needed to pass a MOT test – if so, why not?

A 2007 IAM Trust survey showed that motorists viewed the MOT test as an essential road safety measure, but they suspected that failures were influenced by a garage's wish to carry out unnecessary work.

First-time MOT failure rates (2007), supplied by VOSA

In 2007, 21.6 per cent (580,754) of three-year old cars failed their first test. Among 836,646 individual failure faults, the top 10 were:

1. Lighting and signalling 271,567
2. Tyres and wheels 155,489
3. Driver's view of the road 120,095 (Cracked/chipped windscreens, other obstructions)
4. Brakes 110,327
5. Steering and suspension 99,798
6. Fuel and emissions 23,634
7. Reg plates and VIN (vehicle identification number) 19,047
8. Seatbelts 11,271
9. Body and structure 7,705
10. Road wheels (loose, missing wheel nuts, etc) 5,746

iam.org.uk

# 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.

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

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**  
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## SCOTTISH WEEKEND 2009 20-22 March

The Royal Hotel, Bridge of Allan, Near Stirling

A new venue this time in Central Scotland. The Royal is a splendid Victorian hotel, well located for touring the Stirlingshire countryside and the Trossachs National Park. The compulsive shoppers amongst you will no doubt be drawn to the cities of Stirling and Edinburgh. More here: [www.visitscottishheartlands.com/areas/stirling/index.cfm](http://www.visitscottishheartlands.com/areas/stirling/index.cfm)

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

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

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

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

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



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

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.

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



## What's happening in the motor industry?



Imagine you're one of the big three car manufacturers in America, you're losing millions of dollars a day and you want a handout from the Government, so you set up a meeting with the State Department to plead your case for billions of the taxpayers' dollars. How do you get there? Buy an economy seat on United of course and actually sit with the people who buy your products. Not a chance, you arrive in your corporate jet and on arrival you are met by a fleet of chauffeur-driven limos to whisk you to the meeting.

Is it a surprise when the State Department is reluctant to lend you money when you have just spent several thousand dollars just to get to the meeting and you still intend to pay yourselves a huge bonus.

You all return to your, no doubt, very expensive offices, with no guarantee of a large handout looming, sell, sell, sell, you cry. Ford

is looking to get rid of Volvo and GM is looking to sell Saab. I do not know who will go where, although I believe Volvo will end up at Renault or possibly even Mitsubishi, however I do believe Saab will remain with GM. My reasons for thinking this? GM has invested a lot of money and who would want to buy it. The brand is in transition at the moment, the two-car range is past its sell by date and unless GM lets a buyer have the new models it's difficult to see who will take the plunge. I believe it's a ploy by GM to obtain financial support from the European Union.

Land Rover/Jaguar is now owned by the Indian Tata Group and is looking for financial support from the British Government claiming support should be provided by the country of origin. In 2008 Tata made several billion pounds profit and have sponsored the Ferrari F1 team for a reported £19 million, you have to admire their nerve.

### What else is happening

2008 saw new car sales fall below 2.2 million for the first time since 1999 and are the lowest for 12 years. Some manufacturers actually had a rise in sales, for example, Volvo was up 11% and Kia by 6.6%.

It is estimated that UK car production fell by a third during 2008 and is expected to fall below 50% during 2009.

SSang Yong has gone into receivership, despite this the UK company claims it's business as usual and is confident a buyer will be found. I hope a buyer is found as Paul Williams, the UK Managing Director, has been pushing the brand very hard in recent months.

Toyota is going to make its first loss since setting up as a car manufacturer.

It is reported that PSA and Fiat are looking to join forces in a partnership of some sort.

PSA is already in a working relationship with Mitsubishi who produce Citroën and Peugeot versions of the Mitsubishi Outlander. PSA could also have a version of the Mitsubishi I Car in its electric form.

Untaxed cars, according to the DVLA are down to 1%. Other sources claim it's nearer 3% and will rise as money gets tighter. Vehicle cloning also appears to be on the rise.

Talking of number plates, registration number WEL5H was recently sold for £34,000 to a Welshman living in Oxfordshire!

End-of-vehicle-life recycling is a hot topic again. Not surprising in the current economic climate that car manufacturers would like the EEC to introduce compulsory

vehicle scrapping at ten years of age. I wonder where that would leave our classic cars?

Tesco, the supermarket giant, is fast becoming a one-stop shop. They have recently launched extended vehicle warranties. Will car servicing be next! I have heard that they are interested in a national fast-fit chain, watch this space.

I looked at a used Volvo recently, (traitor I hear you cry). My local Volvo dealer has an S80 SE D5 Geartronic for sale, registered January 2007 it has 37,000 miles on the clock, full history with a nice specification, cost new in excess of £26,000, yours for £9,985. They were indicating that without a trade-in, up to £1,000 could be knocked off the price bargain!

### Dealer Liaison Update

Despite my request for dealer and specialist information in the January/February edition of 'Driver', to date I have received two replies from Club Members, but nothing from dealers or specialists, is business so good? Come on everybody send me the information it's for your benefit.

Like a good read? 'Crashed and Byrned' is the biography of Irish racing driver Tommy Byrne who won several British and European titles in the late eighties, he had a test drive with McLaren and after a few laps was faster around Silverstone than the current drivers Nikki Lauda and John Watson. I am not going to spoil the story, but should you buy a copy then I suggest you keep it away from young children as the language is a bit harsh, shall we say.

Robin

Special Member Offer.

**25%\* OFF RAC Breakdown Membership.**  
This year, next year, every year.

**Join now from only £32.25\***  
**at [rac.co.uk/join/member](http://rac.co.uk/join/member)**  
**or call 0800 581 077**  
**quoting code: DT 1014**

As a Member of Saab, this offer is available to you and your immediate family\*\* at enrolment or renewal. Calls may be recorded and/or monitored.

\*Discounts are based on standard RAC retail prices at the time of application with payment on a continuous annual basis, prices may vary if payment is by other methods.

\*\*Immediate family members are those who are related to you and live in the same household, up to a maximum of 4 additional people. Offer applies to personal based cover, does not apply to RAC Solutions and cannot be used with any other promotion. Full terms and conditions apply, which are available on request.

**RAC**  
rescue

# NOTICEBOARD



## SAAB CabrioChallenge Sweden 2009



Saab CabrioChallenge 2009 will take place Saturday the 27 June. The starting point is still a secret but we will end up somewhere in scenic Kolmården. One day of wonderful driving, assignments and competitions will be rounded-off with a nice dinner and stay at a hotel/mansion near Norrköping. On Sunday we will join the 'scenery tour' together with a B-engine Convertible gathering in the vicinity of Norrköping. Two days of Saab Convertibles, how about that? Everyone who owns or drives a Saab Convertible is welcome to participate. We will provide decals etc., as well as financial support. (Last year Saab Automobile paid for the dinner and a nice gift to attending participants.)

More information will be published in the next 'Driver'. To sign up, send an e-mail with your name, e-mail address, phone number and car model as well as the number of participants per car to Cabriochallenge.se

## Spares Day 2009 at RAF Cosford Museum

Cheshire, North Shropshire and Staffordshire Saab

**Sunday, 31 May 2009 at 9.00am**

All monies raised will go to Charity, this year the funds will go to the RAF Museum.

### Admission charges:

Saab Owners Club Members	£1 per person
Non-Saab Owners Club Members	£1.50 per person
Children under 14	FREE

As always Membership cards must be shown

Saab Club Members have their own parking in the spares day area

Trade stands	£12.50
Boot sellers	£7.50

For more information contact  
**Martyn Ashcroft Tel: 01782 878405 (after 3.30pm)**  
**or Chris Boffey Tel: 01270 624659.**



## Peaks & Dales 2009

Saturday 13th June

starts from  
Windy Harbour, Glossop  
Route and activities TBA  
(see page 30 for further details)

Contact Richard Elliott  
for a booking form

Tel: 01457 852944

## South West Saab

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

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

Cars to start arriving at 9.30am  
for a 10.00am start

Please visit our website  
for more details or phone Robin on

**07515112120**

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

## Swedish Day UK



Sunday  
10 May 2009

Haynes International  
Motor Museum  
[www.swedishday.co.uk](http://www.swedishday.co.uk)



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

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

50th Anniversary SAAB CLUB Netherlands



## Saab for Sale!

Customers have been crying out for a new small Saab for years, like this one seen in 1992. There is nothing wrong with these lovely little cars. Re-manufacture a Short Nose 96 with an Open Agila engine and a slightly better turning circle. I bet that would go down well with their traditional customers in the European and American markets who are looking for something new.

Robert Hubbard

## A happy New Year to you!

After one of the longest years of my adult life so far, I could drive again after my driving 'ban' (due to epilepsy) ended, I go out and buy a sensible family car, a 'Zafira' – I know but read on! Then as my wife finally cracks I buy a 1990 900i five-door in good condition and can't wait to get out and about to the local Club meets here in Cumbria, but as I turn to the What's On page in the January/February issue of 'Driver', guess what's happening in Cumbria so far this year, NOTHING! Yes NOTHING! In a county as good to enjoy driving in as this! Why? I understand it's early days, but even last year as I read about everybody enjoying their various Saabs and days out, not much happened. It seems a waste of money to join a Club that can't or doesn't enjoy its surroundings.

Tony Richardson

## (Not so) Super Fuel

A few weeks ago, I saw that 'Super' petrol at my local Sainsbury supermarket was only three pence more expensive than my usual unleaded. I filled up two or three times and hoped for better performance and economy from my low-mileage classic 900 T16S.

After a recent 250 mile trip (all at legal speeds or less) I was forced to make a detour to my Saab Specialist because the car was running so badly – stalling at lights and smelling as though there was an exhaust leak with an unusual tapping noise. No air leaks or obvious problems and it settled down after a few minutes so we agreed to keep it 'under observation'. A chance conversation next day revealed that a friend had had similar problems with his Toyota MR2 and he had been on the web to discover widespread complaints of similar problems (including sticking valves – probably a factor in my case) all blamed on supermarket petrol (especially 97 RON super).

I added some upper upper cylinder lubricant and filled up with Texaco fuel and, touch wood, everything has been fine since. My Saab specialist agrees that he won't touch supermarket fuel. I urge all Members not to take the risk – pay a few pence more and stick to BP, Shell or Texaco for the sake of your engines. I intend to bite the bullet and try Shell 'Optimax'.

Perhaps this could be a factor for Sean (letter to Car Clinic '900 cut out' in the January/February issue)?

John Malpass

### Sweden or bust!

I've been a Member of the Saab Owners Club for many years and greatly enjoy the magazine. I think I am now on my fourteenth Saab and still have my first one – a 1971 96V4 which I have owned since 1976 and have recently finished restoring. Having now retired I have in mind to visit the Saab factory and Museum in Sweden and thought this could be combined with attending the International Saab Meeting in Holland in August this year.

It is not intended to use the 96 for the holiday but the more reliable 9-3 I use as main transport. I would be very interested to hear from other Members who have made the trip to Sweden with suggestions and comments on any difficulties they encountered. I have a Satellite Navigation system but would welcome information on the best maps to buy as back-up. My home is in Aberdeen and it might seem obvious to use the Rosyth to Zeebrugge ferry, but it is considerably more expensive than Newcastle to Amsterdam. The distance on the other side is also shorter!

My contact details are as follows:-

Address: 11 Seafield Crescent, Aberdeen AB15 7XD.  
Telephone: 01224 324810  
E-mail: grahamballantyne@hotmail.co.uk

Graham Ballantyne

## CONGRATULATIONS

to the Saab Enthusiast Club  
who celebrate their  
20th Birthday in 2009!

The Spring Camping Weekend will be held in  
Wolvey, near Hinkley in Leicestershire  
on the second May Bank holiday Weekend  
**Friday-Monday 22-25 May**

Contact Frances Trigg for further information  
secretary@saabenthusiasts.co.uk

The birthday bash will be at Larling in  
Norfolk in September. This will (hopefully),  
include a circuit of Snetterton Racecourse.

More details in a future issue of the 'Driver'



## 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

# CLUBSHOP

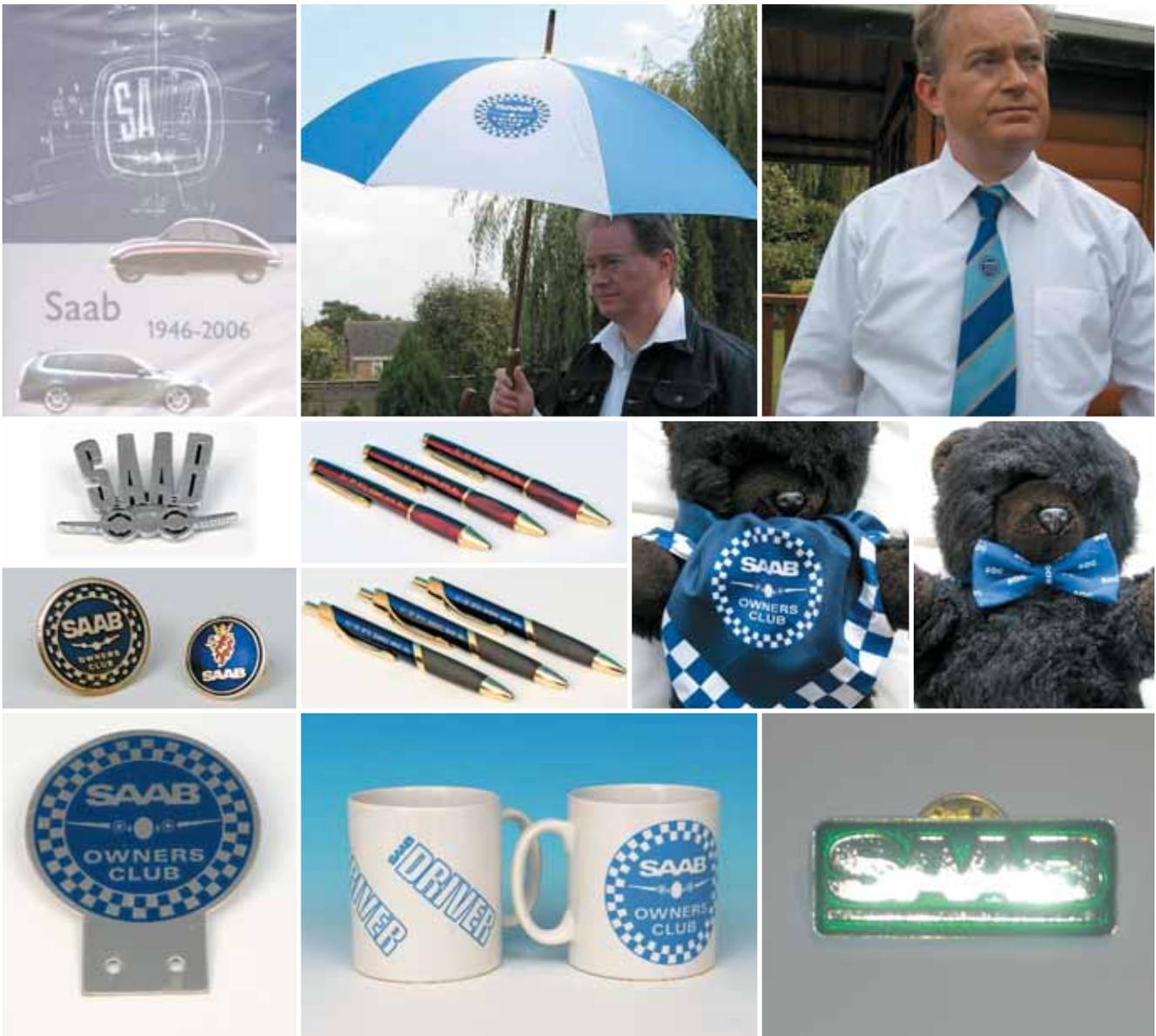
Robert and I once again spent Christmas in Vienna – another truly wonderful visit. Amongst the glamour of the shops, the historical buildings and all the very interesting things to do – we always visit the parks. Covered in pine branches we read the notice 'Achtung hier schlafen Zwiebeln Blumen' (here are flower bulbs sleeping). What a lovely description – I always smile when I read it and think as they wake up, spring will be here and nice things will start to happen.

I have yet to decide whether or not to open the Shop in the garden this year. The last time there was absolutely no response at all. A bit like the attempts we have made to start a Group in this area. I thought that some Members might have liked a local run out, particularly as I often have comments from Members that nothing happens in this area and they feel that the North where almost all the good events take place, is just a little too far for them to visit.

I always look around various shops when I am on holiday in case I find ideas for interesting new items to sell in the Shop but all in all, I think our merchandise is good and reasonably priced – so keep sending in your orders and I will despatch them promptly.

We are inundated almost daily with requests to buy various commodities before 'stocks run out' with everything being 'the bargain of the century'. However, just before Christmas I visited one of the local Autopoints with a friend of mine who was interested in replacing his car. I was totally impressed with the efficiency of their outfit. I mentioned that I owned a Saab and immediately a 9-5 and 9-3, both top of the range, were brought out for me to see with no pressure. The prices were amazing and the mileages were so low. I really wished I needed another Saab.

Best wishes, Molly





# NEO BROTHERS Bank Holiday Invitation

So, how about a dedicated **SAAB** Trackday at Cadwell Park for Bank Holiday Monday, 25 May 2009?



The track date has been confirmed, paid for and finalised. All we need now is 70 drivers to fill the spaces!

The format for the day will be the usual: Sessions will be run in the morning (9am-12pm) for Beginners, Intermediate and Experienced drivers. The plan is to open up the pit lane in the afternoon (1pm till close) after we have all got some experience on the track.

We will be using the full circuit, not the club circuit: Two instructors will be present to assist those who are unfamiliar with the track or circuit driving in general. And for those first timers, we recommend that this is the best way to enjoy a track event and their Saab to their full potential. Saab owners are a very gentle community who are not out to 'beat everything' on track, but rather to enjoy the day and camaraderie that inevitably ensues at one of these events. It is a little more sedate and courteous than the open events where anyone can sign up. Gentlemanly driving is the order of the day; after all, you have all day to enjoy your car and the event in general, rather than 15 minutes of lunacy.

As you can imagine, the cost of hiring the venue is not cheap, however, we at Neo Brothers are going to solely subsidise the event. Fredrick from MapTun has also offered his assistance for tuning on the day and general advice – he will be flying in especially for the event equipped with his tuning tools and equipment. There is also a strong possibility of a mobile rolling road going to be present if we get the right numbers (40+ cars) courtesy of Roseisle Motor Co.

The cost for the day will be £150, regardless of numbers. Note this is the cost per car, no charge for additional drivers.

To break even we need 70 cars to sign up. However, even if we do not meet this figure, Neo Brothers will subsidise the remainder. Even if we meet the 70 car target, we are still prepared to take that money and donate it to charity.\*

To give you an idea of the circuit, have a look at the video of

## Neo Brothers - SAAB Trackday @ Cadwell Park

Bank Holiday Monday 25th May 2009

Special Guests - *Maptun & Roselsle*

only **£150** per car

OPEN

PIT LANE

Book Now: 01992 719 280

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



our visit to the track last year – check out our website [www.neobrothers.co.uk](http://www.neobrothers.co.uk)

There is an interesting combination of fast open sections, and a couple of technical second gear bends. It should be enough to satisfy all parties, we hope. The facilities and run-off areas are excellent at this venue, so if you do get it wrong, there is space for error.

We have also brought aboard David Mallalieu (known on the UKSaabs forum as Fubes) who will be playing a major role in the organising and plugging of the event. He will be having a run up to Cadwell Park to check it all out beforehand and make sure it is fit for our purpose. We both have spoken to many people and the feedback has been excellent. A lot (if not all) of the event updates will be shown on the UKSaabs forum. A list has already been compiled on the forum of everyone interested in the event – sign up and put your name down!

Payment of deposit can be carried out securely on our website or alternatively, you can call us and pay over the phone. Payment by cheque and postal order are also accepted (contact details below). The forum list will be updated as and when people have paid to let you know how many spaces are left.

Feel free to offer the places to other friends and family as well. We would like this to be a dedicated Saab day, but we are not restricted on numbers, so the more the merrier.

We are allowed up to 31 cars out on track at any one time, although our intention will be to limit this to 25 for safety reasons. Sound check is a static 105dB at 0.5m, which means that pretty much everything we have will pass. Only the C900s with the full JT get close to 100dB, and very few get over that to 101. If you have your own helmets, do bring them along as they will be needed. Anyone who does not own a helmet can hire one for the day at the track.

There has been plenty of talk on the forums about people confirming that they will be camping on site on the Sunday night before the event, so keep logged in on the forum for further info.

Note: 5th Gear use this track for testing purposes etc., it really does explore the whole car set up, and the track is not as narrow as it looks!

Please note: All payments must be submitted by Sunday, 19 April 2009 (midnight).

For any further details on the track you can visit their website: [www.motorsportvision.co.uk/cadwell-park/index.asp](http://www.motorsportvision.co.uk/cadwell-park/index.asp)

On the day you will also have the opportunity to see our Saab 9-3ss Racecar and Saab powered Grinnall finally in action.

Over the last few weeks we have been paying some serious attention to the Grinnall. We have installed a new exhaust system, tidied the wiring, installed rear lights, number plates etc., (to get the car road legal), and are currently working on the plumbing for the water and induction. It took its first breath of life mid-January this year.

We still have a whole deal to get through before Cadwell Park. The chassis requires strengthening, the body needs tidying and then a whole heap of testing to get through. For an up-to-date look at the car, keep logged onto our website and UKSaabs. We hope to see as many people there on Monday, 25 May 2009 as possible.

For booking or any details on the Cadwell Park event please contact us:

Tel: 01992 719 280

Web: [www.neobrothers.co.uk](http://www.neobrothers.co.uk)

E-mail: [enquiries@neobrothers.co.uk](mailto:enquiries@neobrothers.co.uk)

Address: Neo Brothers Ltd, Unit 23 Monro Industrial Estate, Station Approach, Waltham Cross, Herts, EN8 7LX.

**This is a non-profit making event. All profits made from this event will go to a charity of choice in the UK.**

## 9000 door mirror assembly

We have a 1998 Saab 9000cs. A white van lurched to the right side of the road when passing, taking the glass and gasket out of the o/s mirror, breaking the glass. I have found a replacement glass at Neo Brothers Ltd. I can adjust the mirror to a suitable position, but is not as firm as the n/s mirror. I have tried to take this mirror out without success, to see if I had put the gasket back correctly, or that other damage had been done. Is it possible to see an assembly drawing from the Saab manual or parts book?

Cyril Harvey

*If the motor and glass are securely fitted using the locking ring and it's still loose, I would say it also requires a motor, one of the motor arms will be damaged. To remove the glass turn, the locking ring with a small screwdriver or similar.*

## Steering failure

Last night when my wife did a right-hand U-turn using full lock a whining/squealing noise started, which has not stopped, and the power assistance failed.

The noise appears to be coming from the drive belt or power steering pump area and regardless of the position of the steering wheel, there is no power assistance.

We had the car recovered to home and I wondered if you can advise me how to determine whether it is the power steering pump or the steering rack that is faulty?

Jeff Dahlke

*I would inspect the drive belt and tension pulleys as I suspect one of the pulleys has failed. This will cause the belt to slip off thus resulting in no power assistance. The car must not be driven as it will overheat rapidly. These pulleys are the second main cause of breakdowns on all GM900, 9-3, 9-5 and 9000 models so it's worth checking on a yearly basis.*

## CD upgrade

I have just purchased an in-dash 6 CD changer to upgrade my 2005 9-3, but I am struggling to get the old one out. I have followed the instructions at [www.genuinesaab.com/psi/files/aux-install.pdf](http://www.genuinesaab.com/psi/files/aux-install.pdf) to step 9, but the thing won't budge.

Leon Francis

*I use a steel ruler pushed down each side of the unit to release the spring clips. Look at the new one which may help understand the retaining clip and where its located, they usually release and the unit can be removed with no trouble. The new unit will probably need programming with tech 2.*

## 9-3 bearing

My 9-3 Auto 2.0t Y01 has worn bearing sound from nearside. Further inspection suggests that it is output bearing to the drive shafts clonks when you rotate the wheel (jacked-up) and has

some transverse play. Any experience of this and any idea what it would cost to fix?

John

*There is often lateral play in the drive shaft bush on the nearside which in itself is not detrimental, it is possible the noise is a wheel bearing. To replace the bush it will require the diff removing from the transmission. Cost depends on who carries out the work, however wheel bearing fitted £110 including VAT, transmission bush £650.*

## Turbo warning

I'm on the verge of buying a 2002 plate 9-3 Convertible. I know somebody who had one and they told me that when he purchased his he was warned about the turbo failing and the substantial cost of repairing it. Is this a frequently occurring problem?

Phil Wood

*Often turbo failure is the result of a lack of maintenance or lots of short journeys. A new turbo costs about £400 plus VAT, plus fitting, takes about three hours. My advice is to also remove the sump and clean out, as a blocked sump filter can cause engine damage and/or turbo failure, as with all cars good service history is vital.*

## 9000 splutter and other queries

I am prompted to write after reading your advice to Dan McMeekin about his spluttering 9000.

I had two 9000s in the past. An early, D-plated, 9000i followed by a nose-jobbed, H-plated, 9000i (which was lovely and I still miss for its load-swallowing capabilities). Both had the spluttering problem.

First time, it happened immediately after the 102,000 mile service. After an eventual towing-in to the Nottingham main dealer, and a thorough check, it turned out to be the scavenge pump in the petrol tank sump. Higher fuel levels in the tank tended to keep the problem at bay, but when evident, the problem made the car limp along very slowly.

Whilst a new pump was being fixed, I spotted the H-plated 9000i, so did an immediate trade-in. Many miles and years down the road, and at much the same mileage – c102,000 according to my old logs – this, too, started to splutter in a familiar way. Trent Saab replaced the scavenge pump immediately.

So, it could be that Dan's problem is the scavenge pump.

I gather that these pumps are still used. There seems to be one on my current 2005 9-3 TiD (this became clear after I stupidly filled up with petrol rather than diesel one cold wintry day in Buxton!).

May I ask a question whilst writing? In between the two 9000s and my present 9-3, I ran a 9-5 (also much missed). So, I still read the 9-5 Register with a sense of nostalgic longing. Your response to Simon Cross's 9-5 turbo problem, coupled with the Register article containing Abbott Racing views on the Garratt GT 17 turbo, prompts me to seek your thoughts on intermediate oil changes on TiD engines.

When I used to take my cars to Trent Saab, Graham Cowland always recommended an oil change halfway between service intervals. Saab technicians at main dealers tend to say that such changes are not necessary because modern-day synthetic oils are so good. Now, having retired, doing fewer miles (much on short journeys) and no longer being near Trent Saab/TSL, I wonder whether an additional oil change, at 9,000 miles, would be beneficial. A broader issue, of course, is the accumulation of knowledge about the TiD engines. A question for Andy Gilchrist, no doubt.

I have been having my 9-3 serviced at Reading Saab. The car is now out of warranty and I have discovered a Saab specialist nearby in Camberley, whom I shall seek out with a view to future work-like mid-service oil changes, if necessary. Incidentally, I note SOCs intention to produce a register of specialist, non-franchise garages. That's a really good idea. There must be more of these than advertise in 'Driver'. When I moved from Nottingham to Reading 18 months ago, I wondered if there was a Saab specialist to look after my 9-3 once the warranty expired. I only discovered Just Saab of Camberley because I read a number plate on an elderly GM900 one day.

Many thanks. I look forward to hearing from you, and I hope the thoughts on scavenge pumps proves useful.

Barry Neville

*Your comments about the scavenger pump I am sure will be of interest but these were only fitted up to about 1990, apart from the diesels of course.*

*On the subject of oil changes, I guess it is always beneficial to carry out an interim oil change even on the TD models but I would say it's essential on the petrol models due to the sump contamination that so easily occurs.*

*Any petrol 9-5 that has covered about 100,000 miles should have the sump removed if its not been done already, if engine failure is to be avoided, it's fair to say if more frequent oil changes have been carried out it's probably not necessary.*

*Yes we are keen to provide a SAAB specialist register so please write or e-mail robin@coconnor2002.freeserve.co.uk*

### 9000 splutter

I had the same problem – a splutter at around 70mph.

I changed everything I could think of, even down to trying it with no exhaust – no luck!

As a last resort I changed the knock sensor, instantly curing the problem – the car was running base advance (below 3000rpm it didn't show as a problem). It didn't trip the engine check light which you would expect it to do.

Gary Weston

*Many thanks will pass this on.*

### SPRINGTECHTIP

#### Saab 9000 CSE Steamed Up

Condensation is present which could be attributed to several causes. Check drains for A/C evaporator, check heater matrix not leaking, but most probable cause is recirculation flap jammed in the closed position.

To check, remove scuttle panel top and see if the recirc flap is closed. It is common for the motor to fail, so either fit a new/second-hand motor or wedge flap so it can't close.

Richard Elliott



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# WHAT'S ON

## MARCH 2009

### 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)

### Wednesday 11th

#### East Sussex Saab

Group meeting at The Cricketers Arms, Berwick Village, East Sussex. Contact [www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### Friday 20th-22nd

#### Scottish Weekend

The Royal Hotel, Bridge of Allan, near Stirling. See Noticeboard on page 12.

### Tuesday 24th

#### North West Saab

Inter-branch quiz at Windy Harbour, Glossop at 8.00pm. For details see website or contact Richard on 01475 867878 or John on 0161 9299155.

### Wednesday 25th

#### South Yorkshire Saab

Natter 'n' Noggin at the Clubhouse from 8.00pm. [member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

## 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 6.30pm. E-mail [sootysaab@aol.com](mailto:sootysaab@aol.com)

### Sunday 5th

#### Durham Saab

Krimo's Hartlepool. Time TBC Contact Pamela/Secretary.

### South West Saab

We are going to have a family car treasure hunt followed by an Easter egg hunt for the children at the finish. Start will be at the Airfield Tavern, Yeovil, 9.30am for a 10.00am start. We'll 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) - see Noticeboard on page 17.

### Tuesday 7th

#### West Midlands and Warwickshire Saab

Club Night at the Stonebridge Pub. The junction A45/A452 just one mile from Birmingham Airport. Meeting starts at 7.30pm. For more information contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

### Wednesday 8th

#### East Sussex Saab

Group meeting at The Cricketers Arms, Berwick Village, East Sussex. Contact [www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### Monday 13th

#### Lancashire Saab

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

### Saturday 18th

#### South Yorkshire Saab

30th Party at the Clubhouse from 8.00pm onwards. [member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### Friday 24th-26th

#### Spring Weekend 2009

Ironbridge Shropshire. Make a note of this date in your diary. See Noticeboard on page 12.

### Spring, sometime!

#### South West Saab

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, if over subscribed will be re-run for those who missed out. Cost will be approximately £30. For all those interested please let Robin or Alex know. Tel: 07963066384 (Robin) or 07515112120 (Alex). [@southwestsaab.co.uk](mailto:@southwestsaab.co.uk)

## MAY 2009

### Tuesday 5th

#### West Midlands and Warwickshire Saab

Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

### 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 6.30pm [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 [www.swedishday.co.uk](http://www.swedishday.co.uk) - see Noticeboard on page 17 for more details.

### West Midlands and Warwickshire Saab

Sandwell Classic Show Sandwell Country Park, West Bromwich

### Monday 11th

#### Lancashire Saab

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

### Wednesday 13th

#### East Sussex Saab

Meeting at The Cricketers Arms, Berwick Village, East Sussex. [www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### Sunday 17th

#### Durham Saab

Darlington Railway Museum. Time TBC. Contact Secretary.

### Saturday 23th-25th

#### Lancashire Saab

Will be attending the Chipping Steam Fair. A great weekend away, a lot of us will be camping/caravanning so why not join us at Green Lane Show Ground, Chipping, Preston, Lancs.

### Sunday 24th

#### The Trojan Owners Club

are interested in bringing together informally and at little cost all Two Stroke vehicles on 24 May 2009 at Gaydon Heritage Museum south of Coventry. Contact: Carl Tantum, Chairman [TOCctantum@aol.com](mailto:TOCctantum@aol.com)

### South Yorkshire Saab

Car Show at Thornton Dale.

Day Visit.

E: [member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### TBA

#### West Midlands and Warwickshire Saab

Will be putting on a Rolling Road Day, this will take place at Chipped UK Bromsgrove Worcs. £TBA please contact us for times and location [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

## JUNE 2009

### Tuesday, 2nd

#### West Midlands and Warwickshire Saab

Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more information contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

### Wednesday 3rd

#### South West Saab

The Airfield Tavern, Alvington Lane, Yeovil. See Noticeboard on page 17 for more details or see our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

### Thursday 4th

#### East Anglia Saab

The Chequers Inn, Low Road, Bressingham at 6.30pm. E-mail [sootysaab@aol.com](mailto:sootysaab@aol.com)

### Monday 8th

#### Lancashire Saab

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

### Wednesday 10th

#### East Sussex Saab

Meeting at The Cricketers Arms, Berwick Village, East Sussex. [www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

### Saturday 13th

#### North West Saab

The Peaks and Dales 2009 starts from Windy Harbour, Glossop. See Noticeboard on page 17 for more details.

### Saturday 20th

#### West Midlands and Warwickshire Saab

Invites you to join them for their Annual Day out. This year we will be going to the Black Country Museum. Bring the whole family or just turn up for a social day out. It's a fun-filled interesting day. You will find an old 1900s school, fairground, old pub with great Ale, fried fish shop and lots more. To take advantage of the discount admission contact us to add your name to our growing list [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

### Sunday 21st

#### West Midlands and Cheshire Saab

Trentham Gardens, Stoke On Trent. Please contact either Group if you would like to include your car on the stand [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

## 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 May/June 2009 issue is 27th March 2009.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

**Saturday 27th**  
**South Yorkshire Saab**  
Group BBQ at Wadworth - 3.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### 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 6.30pm.  
[sootysaab@aol.com](mailto:sootysaab@aol.com)

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

**Tuesday 7th**  
**West Midlands and Warwickshire Saab**  
Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Wednesday 8th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms, Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Monday 13th**  
**Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, L40 5TE. We meet every second Monday of the month from about 7.30pm. New Members welcome. For more details please call 01704 893157 or [www.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk)

**Saturday 25th**  
**NATIONAL 2009**  
**STRATFORD-ON-AVON**  
**RACECOURSE**  
Full details in May/June 'Driver'.

**South Yorkshire Saab**  
Day Visit for SOC to National at Stratford.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

**TBA**  
**Cheshire Saab and West Midlands Saab**  
Joint visit to Cars in the Park, Lichfield Staffordshire. You are most welcome to join us.

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

### AUGUST 2009

**Tuesday 4th**  
**West Midlands and Warwickshire Saab**  
Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 6th**  
**East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 6.30pm.  
[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 page 17.

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

**Wednesday 12th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms, Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Saturday 22nd**  
**South Yorkshire Saab**  
Cheese & Wine at Finningley - 6.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

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

### SEPTEMBER 2009

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

**Thursday 3rd**  
**East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 6.30pm.  
[sootysaab@aol.com](mailto:sootysaab@aol.com)

**Wednesday 9th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms,

Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Monday 14th**  
**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.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk)

**Wednesday 30th**  
**South Yorkshire Saab**  
Natter 'n' Noggin at the Clubhouse from 8.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### OCTOBER 2009

**Thursday 1st**  
**East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 6.30pm  
[sootysaab@aol.com](mailto:sootysaab@aol.com)

**Tuesday 6th**  
**West Midlands and Warwickshire Saab**  
Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**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.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk)

**Wednesday 14th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms, Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Saturday 24th**  
**South Yorkshire Saab**  
Group visit to Gaydon in Warwickshire.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### NOVEMBER 2009

**Tuesday 3rd**  
**West Midlands and Warwickshire Saab**  
Club Night at the Stonebridge Pub. The junction A45/A452 just 1 mile from Birmingham Airport. Meeting starts at 7.30pm. For more info contact us at [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**Thursday 5th**  
**East Anglia Saab**  
The Chequers Inn, Low Road, Bressingham at 6.30pm.  
[sootysaab@aol.com](mailto:sootysaab@aol.com)

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

**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.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk)

**Wednesday 11th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms, Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Friday 13th-15th**  
**NEC Classic**  
SOC GB will have a stand, the theme will be Saab Performance, ranging from the 96, 99T, Viggen, 900 and 9000 range, hope to see you on the stand.

**Saturday 14th**  
**South Yorkshire Saab**  
'Drinks Round the Pond' at Dunsville from 6.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### DECEMBER 2009

**Wednesday 9th**  
**East Sussex Saab**  
Meeting at The Cricketers Arms, Berwick Village, East Sussex.  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**Monday 14th**  
**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.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk)

**Wednesday 16th**  
**South Yorkshire Saab**  
Christmas Party at the Clubhouse from 8.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### JANUARY 2010

**Wednesday 27th**  
**South Yorkshire Saab**  
AGM at the Clubhouse - 8.00pm.  
[member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)



# PEAKS & DALES

## 13 June 2009

I suppose the idea for this activity came from one of the several runs we did in Cumbria organised by Jill and Gerald Chamberlin. It was intended to be something we would do once, since then we must have had at least six successful drives.

If you have not done this event you have missed out on a challenging day. It starts from Windy Harbour just outside Glossop at about 9.00am when you need to be ready with your Saab fully fuelled and ready to go.

Mike and Veronica will set you off on your way with a route book that is clear and concise which will take you and your companion on a mystery tour of about 120 miles through some of the best scenery in the High Peak area.

Some people make a weekend of it, staying at Windy Harbour in the hotel, others camp in tents or caravans, whilst some

come for the day and join us at 8.00pm for an excellent hot buffet provided by our hosts at the hotel.

I can't give too much away about this year's drive. Those arriving on the Friday evening can look forward to a trip to Compo's Fish Restaurant in Holmfirth. Saturday will be a new drive with a surprise activity in the afternoon, and dinner as always at Windy Harbour.

All Saabs are welcome to participate with their drivers and navigators, no previous experience required, booking forms will be available next month, but rooms can be reserved at the hotel in advance by calling Richard Elliott 01457 867878 or e-mail: [technical@saabclub.co.uk](mailto:technical@saabclub.co.uk)

Hope to see you there with your Saab.

Richard and Linda Elliott

# MEMBERSHIP CHALLENGE

Sharing the experience....



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

We've a second Membership Challenge for you this issue.

We are always on the look out for new Members, and what better way than to 'splat' them!!

You'll find six 'splat' cards on the page opposite, just carefully cut these out and when you see a Saab – young or old – just pop one of them under the windscreen wiper, it's as easy as that.

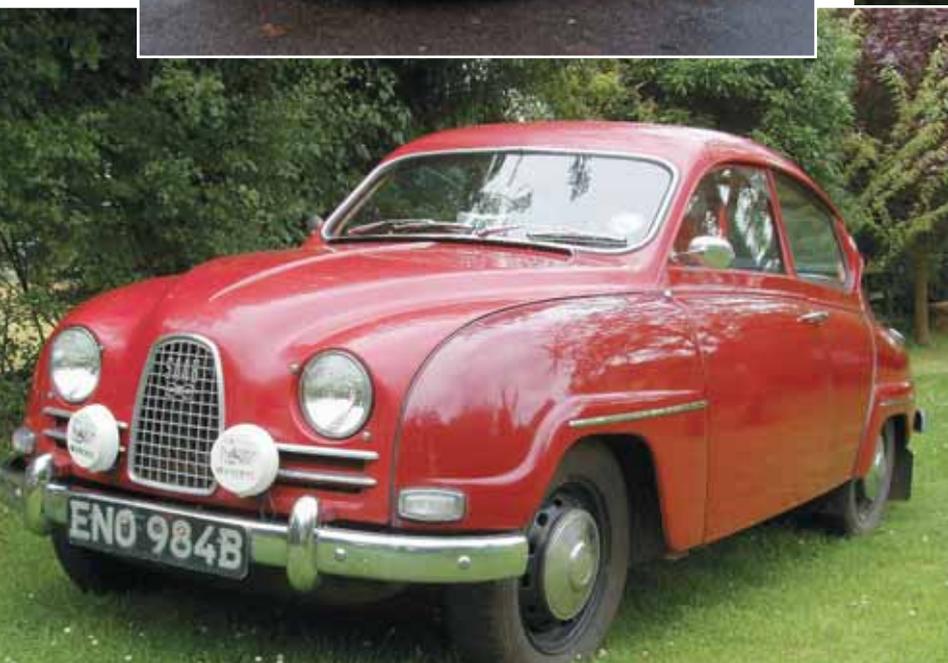
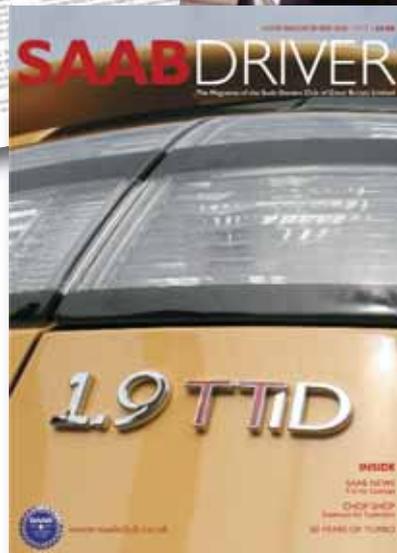
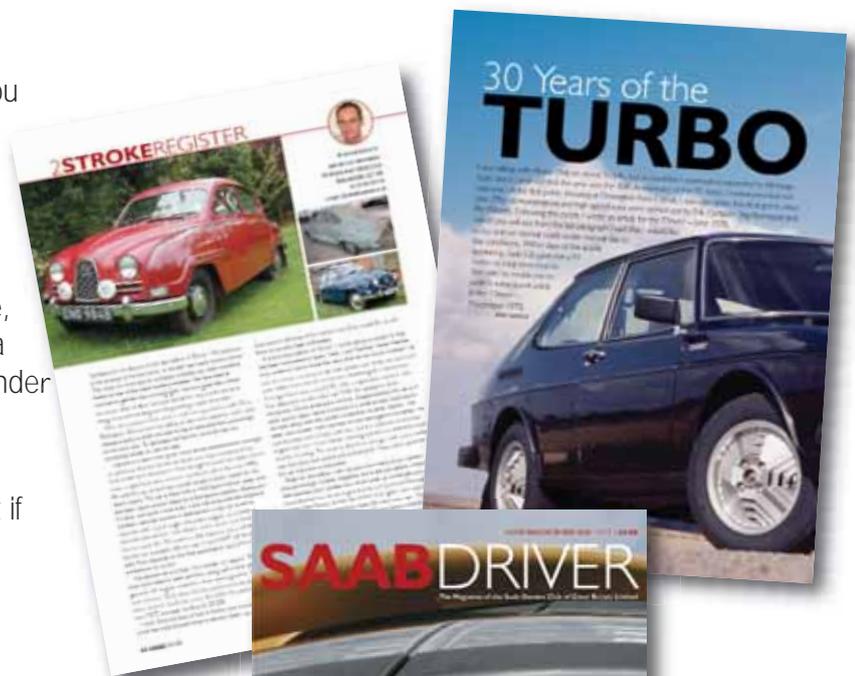
If you need any more 'splat' cards we will be printing a further set in the May/June issue, but if you can't wait contact [annes@mypec.co.uk](mailto:annes@mypec.co.uk) 0113 255 6866 for more.

### UK Membership Subscription fees:

Annual Membership –

Joining and paying by Direct Debit £32.00

Joining and paying by cheque or credit card £36.00





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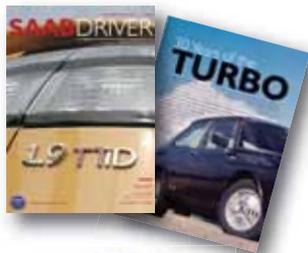
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- Online comprehensive website

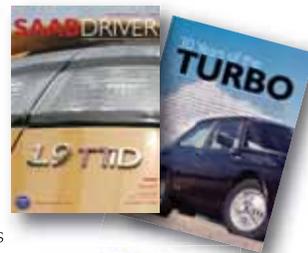


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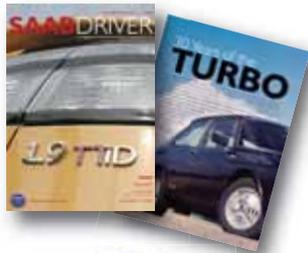


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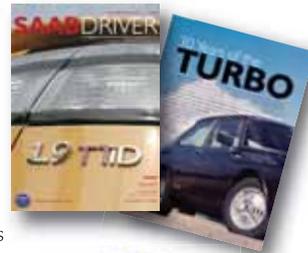


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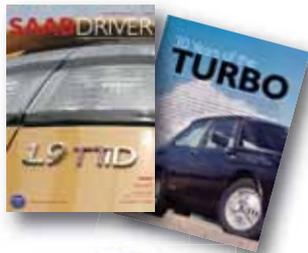


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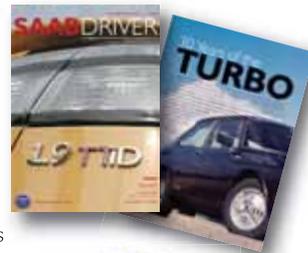


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# Project 95

In November of 2001, Jack – the person who owned the 95 – rang me and asked if I was interested in buying it, to which I said yes, but that I would just look it over first. Now Jack had already seen me at a car show at Chelford in Cheshire in 1999, we got chatting and he told me a bit about his 95. He then asked me if I knew anyone who would re-spray the car as the paint was a bit dull. About two to three weeks later I rang back with the answer, which was, if you rub it down, the guy would spray it, to that, Jack said that he would leave it.

Anyway, going back to look over the 95 I was quite surprised how tidy it was. The reason he was selling it was that the fan bearing had gone and he'd had some clutch trouble and for six months of the year he lived abroad. I then bought the 95, it was still taxed and tested it was then parked up until 2003. Over the next two years I extended my garage from 8 x 18 feet to 10 x 26 feet and put a car port up at the side of the house 17 x 25 feet to protect my other cars.

In March 2003, I had to use my holidays up before April, and had three Mondays off and in that time I managed to strip the 95 down to a bare shell; the only time consuming job was the headlining which took nearly four hours to get out, also I did not want to damage it. With everything off I had a good look at the bodywork and found lots of plating all over. With that, the four-inch angle grinder came out and I started by removing a

large plate which had been welded in the passenger front inner wing where the brake pipe comes through. I then took both sills off (one at a time) and welded two new ones on and any other work around the areas where the sills fit. When I took the sills off, I drilled all the spot welds out then hammered straight the bottom of the door, then cut off the jacking points and cleaned them up and welded them back to the sill. Then I clamped the new sills in place and plug-welded all the holes up underneath, where the sill touches the floor it seemed welded all the way along. The most interesting part I made was a small panel under the rear bumper where the exhaust comes out. This took me a Saturday morning to make and weld in place.

Anyway, three years later all the welding was done, it was getting to the point where I thought it is all worth it, but I carried on. Next job was to get all the best panels out of my



**WHEN THE SHELL WAS BACK HOME I COULD NOT WAIT TO START TO PUT THE PARTS BACK ON. (I HAD CLEANED, PAINTED AND RESTORED MOST OF THE PARTS WHILE THE SHELL WAS AWAY). WITH THE DOORS AWAY I SET ABOUT PUTTING THE SPRINGS AND STABILISER ARM ON FOR THE TAILGATE.**

spares, then I took all the paint off them. I had already scraped all the under-seal off the inner wings and the floor pan, which I am glad I did, then I painted all the floor pan and inner wings with black paint, then with bitumen primer. The inner wings were under-sealed and then would be sprayed the same colour as the rest of the car. When I'd got all the paint off the shell it was time to find someone to paint the body for me.

So off I went in search of a paint sprayer. I had been told of two in the Winsford area. The first one was easy to find, so I called in with my book of photos. I told him what I wanted, he said to me that he would have to call round and see the car. The second one I could not find, so I rang him when I got home. The following week he came around, we had a chat, and agreed a price so he got the job. It was February, not the best time of the year to take a bare shell for spraying. The 95 was sheeted up with three sheets to protect the bare metal, off I went to take it to get a nice shiny new coat.

Things did not go to plan, with the paint man, as I found out three months later, it was still in primer and had not been

touched. The paint man assured me it would be done for the end of the month. This went on until the end of July when I'd had enough and told him that I was coming to pick the 95 up after work. The weekend before I picked it up it was the National at Uttoxeter where I got four new wings off Mel from Highgate which was good as I was after a set of new back wings for a while.

Moving the 95 from the paint shop – I took it about half-a-mile up the road where I first called when I was looking for someone to spray it. The place was called Winsford Bodyshop and Steve came out, I asked him if he would be interested in spraying the car so I didn't have to take it back home and find someone else to do the job and hire a trailer again. He said yes, leave it here, but we cannot do it straightaway, to that I said, 'fine'. In October Steve rang and said the shell was ready to pick up so I got a trailer and went to get the 95, I also took three doors with me. When I got there the shell was outside so I had a good look over it and found that the slot in the rear of the roof was not very good and it felt rough, so Steve told me to fetch it back when I had finished it, he also said I would most probably catch it or chip the paint when I was building it up (famous last words).

When the shell was back home, I could not wait to start to put the parts back on. (I had cleaned, painted and restored most of the parts while the shell was away). With the doors away I set about putting the springs and stabiliser arm on for the tailgate. With the right one in, I wrestled with the left. I pulled down on the spring in the rear pillar and the stabiliser arm flew up and hit the edge of the roof, oops, yes I had chipped the paint, now that really cheesed me off as I'd only



had the shell back a week. By the end of November all the panels were done. The trouble was, I was running out of space in the garage – I was not quite ready for them. The chrome was sent away for replating with other metal parts that I needed electroplating.

By spring 2008, Project 95 was coming along nicely, all the glass was in and from the tailgate to the engine bay the 95 was pretty much finished. I was now waiting for a repair kit for the heater tap which I had found on the internet, so it was time to take the engine apart. In just over an hour there were bits of engine all over the garage floor, it was a bit of a sorry state inside, the con rods were covered in rust, but all the other parts were covered in oil. Anyway, after checking the bores, I found that they were tapered by 0.003 inches, I checked the tolerance and it was out, so looking at the state of the rest of engine I then decided to check another engine which was out of a donor 95. The person who I got it off said that his son had rebuilt it a couple of years before it was taken off the road. So I took the rocker covers off and found it was very clean inside considering I had run the engine some years ago. I carried on and took the heads off.

Looking good so far, with an internal micrometer I set it to the correct size and tried one of the bores, it fell in so I wound it out and checked what size it was. I checked the reading and found that they were + 50mm. So with that I carried on until all the engine was stripped. The only thing that I found wrong was one big-end shell bearing was scored but the crank was OK.

After cleaning all the engine parts and giving all the oil ways a good clean, it was time to put it all back together. First, I had to

get some big-end bearings which nobody had where I lived. After phoning Mike Crouch he gave me a number of some bearings' suppliers who had some in and within four days they were on the doorstep. The block and the heads were painted blue and all the other parts were put carefully back together. The gearbox was washed off (I did not know if it was any good) and mated it up with the engine. Now the engine and gearbox were ready to go back into the shell. I first protected all the inner wings, and the floor and the engine bay and the cross member. Then I slowly put the engine in. With that in place all the other bits went on, wires were connected and pipes, but I was still waiting for the repair kit for heater tap, so I couldn't put any water into the engine. I did get it running after putting another petrol pump on it and redoing the timing. A few weeks later my repair kit came so finally the heater box was put together and put into the 95. The radiator was installed and a mixture of water and anti-freeze was put in and then I gave the engine a good run but it was just ticking over. All the front drivetrain went in next, brakes were bled and the set of wheels put on. The front panel, bonnet, grille and headlight surrounds were put on. Sound deadening on the floor inside, new floor panels, door cards were made from hardboard and the rubber floor mats were cleaned. It was now ready for an MOT; it was booked for the second weekend in September and it passed. I went home and got the rest of the documents and went to the post office and got my free tax disc. Now Project 95 was almost finished I had about six weeks before the Classic Car Show at the NEC in Birmingham.

Chris & Becky Boffey

# AROUND THE UK

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### Welcome to another 'around the Groups page'.

And here we are getting deeper into 2009, and that means only one thing, that is local and National events and even more social meets, not to forget the much-loved Saab runs. You are welcome to join an event whether you are in an old 96 or a storming Aero. As you may recall, 2008 was well... pretty much wet, and I guess one of the few days graced with sunshine was the SOC National which was well attended by Members from across the country. A lot of the events I had planned to go to were cancelled because of the wet weather, I hope this year is much better.

I will start off this page with my first visit to a Group event of 2009, and that was to the Ebor Saab Christmas dinner. They chose to have it on 11 January 2009, and I am glad they did as I was still stuffed with turkey and mulled wine! I guess this date was chosen to avoid all the other ups and downs of the Christmas period. I was very kindly invited up to York by Karl Moxon, and enjoyed a very nice carvery. The Ebor Group had a great attendance; all seats were taken for the meal, and I noticed there were even Members attending from well outside the area, which I thought was great, and of course Members are always welcome to join in any Group activity.

A separate dining room was provided and the restaurant staff served up a most excellent meal. I opted for the Yorkshire Lamb with all the trimmings.

While we were all sitting and socialising, I got talking to two of the Ebor Members, namely Rob and Dave Eades who have built a Saab 95. So what, I hear you cry... but this is the old estate variant of the 96, with a Turbo 16 engine! I have been reliably informed that it already is driveable, apart from the wheels, the bodywork looks totally standard. Can you imagine the look of other drivers' faces as this odd looking old thing does nought to sixty quicker than a regular hot hatch? I really must get a ride in this car, as a 30 plus-year-old car with that much power it must be... well entertaining to say the least.

I hope to see this car sometime this year, or hopefully for the next edition I may have a picture of the car and some more info.

The next time I visit the Ebor Group it will be for their Annual Classic Day, which is held near York Racecourse. I attended this event two years ago which was a very enjoyable day out. Again I was too busy mingling with other clubs and SOC Members to enjoy the historic beautiful city of York, but I had a nice run up the A1 in the trusty 96. As I recall, the Ebor Group was met by Members of the WMWSOC Group and had one great big display.

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

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Thanks again to ALL the Members of the Ebor Group for the warm welcome, and I will see you soon.

### **New Members**

Welcome to all Saab Drivers who joined the SOC at the NEC Classic. I guess by now you will have received your membership cards and the latest 'Driver', please don't be a stranger to the magazine, write in or send an e-mail and let us all know of anything you would like to put into print, don't forget you are always welcome at any of the local Group meets. You will find details of National/local events within this edition, so if you get a chance do drop in. I am sure you will be given a warm welcome wherever you go.

Thank you to Mr Dan Gilroy, for his kind words in the last 'Driver', the thanks will also be extended to the team that were on hand at the NEC Classic 2008, hope to see you there this year. Don't forget the SOC website is now interactive, you can now post Saab articles, for sale items you require or you can

post a picture of your Saab in the galleries section, you can also update your personal details or details of your vehicle.

### **Are the newer Saabs Safe?**

While I was at our local Group meet in January, the question was raised by Chris Moon (aka Mr Mooneyman), as to whether the new GM Saabs are built as well as the old Classic 99/900/9000. I think I can confirm they are in fact built to the same high Saab standards if not higher. I had a letter and pictures from a Member (for the sake of legality we will not use his real name), Mr Smith purchased a 2006 9-3 Aero with the full Hirsch power upgrade, it was producing BHP figures I can only dream of, he had part-exchanged his 2005 9-3 Convertible at a local dealer, and was totally over the moon when he collected the new 'beast'.

One fine autumn morning while going along a country road very familiar to him, he decided, as he put it... to give it some! He passed four cars without a problem but did not anticipate a 30 tonne HGV intending to turn right into a farm without

# AROUND THE UK

indicating and well... to put it bluntly stop him in his tracks (so to speak). I will not detail the speed but suffice to say it was not at the suggested limit for that road! With an almighty thud the car was stopped by this truck, all the air bags were deployed and, all the safety features Saab had developed did their job as they should do, he stepped out of the car, without so much as a hair out of place, the only concern was the state of his car's bonnet, the picture shown shows the effect of the impact. So great was the impact the truck's 50 gallon diesel tank was torn off the truck's chassis! I guess therefore the answer to the question raised is a yes, new Saabs are really safe, suffice to say he has since bought another Saab, this time a 9-3 Aero Hot, and travelling at a much more sedate speed.

**Lancashire Saab Group** has forwarded me some proposed events, the one I know I will definitely be attending is Chipping Steam Fair, May 23-25. I attended this event last year, and if you can recall from my write-up, it was well recommended, you will find other dates listed on the 'What's On' pages. Please contact [www.lancshiresaabowners.co.uk](http://www.lancshiresaabowners.co.uk) to ensure the event is taking place before you set off. Also spaces are limited for the stand and overnighters so get in touch with them as soon as possible.

**West Midlands Saab Group** also have dates listed but again please check with them before you set off. However, the visit to the Black Country Museum just off Junction 2 of the M5 is set for 20 June and has been confirmed. Everyone will be welcome, we have been allocated a dedicated parking area, not to mention a discount on admission prices. All the attractions and features will be open on the day, it is a great day out for the whole family. For details contact [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

**South West Saab Group** is in the final throws of preparing the second Swedish Day. This is to be held at the Haynes Motoring Museum in Sparkford, the date is 10 May. Alex and Robin have assured me that this year is going to be better than the 2008 event, where I must add it was a fantastic turnout, featuring both Saab and Volvo. If you are in the area try and visit, I will of course be there again.

**Cheshire and North Shropshire and Staffordshire Group** already has a packed diary for 2009, their events will include, Tatton Hall, Trentham Gardens, Cars in the Park and of course one of their favourites, Cholmondeley Castle. Of course the WMWSOC Members will meet you at some of these events and definitely at the Trentham Gardens event, as we all enjoy a bit of culture and a walk around the famous gardens!

## A big 'Thank You'

Finally for this short page, I would like to say thank you to all of you who have put pen to paper or contact me via e-mail, Dan Gilroy for his kind words in the last 'Driver', John Viggars who was over the moon with the write-up on the joint visit to the Coventry Museum, not forgetting Chris Boffey who was obviously on cloud nine with the display at the NEC Classic... No Chris... the thanks are from me to you for bringing this fantastic example to the show and making the SOC stand as special as it was.

Thanks to David Collins, who has e-mailed to say... "Thank

you to your team at the NEC for letting my son sit in the very nice 900 Convertible on display at the show, it really made his day." Thanks David you are most welcome!

Another e-mail I received from Rachelle: "I have a 2007 9-3 Convertible, which has got to be the best car on the road. I would love to go to a local Group meeting but I am a bit shy or maybe scared of going. I live in Nottingham and the EMS Group is my nearest, but I have never been in touch with them though I know where they meet. I would love to get more involved with the Saab Club, and more importantly go to Saab events and after meeting you at the show and found out about the Saab Club I would like to meet up with my local fellow Saab enthusiasts... do they have new cars or are they the Classic type of car only? PS thanks for the 'Driver'."

Thank you for your e-mail (I have already replied) the EMS Group is one of the longest-running and a very knowledgeable Clubs. You will be most welcome by the Groups, there is not a lot that they don't know about Saabs, you even have the added pleasure of a very nice Saab Sonnett, up to today's latest Saab, and hopefully yours will be amongst them.

## New Group?

I am still looking for volunteers to start up a new Group in the Milton Keynes/Hertfordshire area... come to think of it new Groups anywhere will be most welcome. I was browsing back over some old issues of the 'Driver' from the late 1980s and what a difference 10 years has made to the format of the 'Driver'. Ironically it still made compulsive reading as does the 'Driver' today, I will speak to the Editor to see if a couple of pages' reprinted from the past can be included in the next edition.

We have a large number of Members in the Beds/Herts/Bucks area who would love to meet up with other Members but the complaint is... there is no Group local to them. As I have said before, I know the London area can be a bit difficult to organise, but maybe a meet every couple of months would be a start, so come on... let's get these new Groups/meets started. If, however, you want to e-mail me just to show interest I will start the meets myself, then arrange one every couple of months, maybe on a Saturday afternoon! My contact details are [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net)

That's all for now. See you soon

Ellie

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# 9-3 gets Superchipped

I bought my first 9-3 TiD Sport new from County Saab in Milton Keynes in September 2005. This was an ex-demonstrator 120BHP Airflow model with just a few miles on the clock. Within a month, although I enjoyed the handling and comfort, I decided it needed more power. After careful research into all the options, I left it with Superchips of Buckingham for a day for a chip upgrade.

The results were brilliant and I wrote enthusiastically in the January/February 2006 'Driver' about how the car had been transformed. The mid-range torque made overtaking effortless – and fuel consumption improved too.

In October 2008, after 85,000 trouble-free miles, I decided to trade it in for the latest 9-3. County Saab again came up with the right deal: a 2008 Fusion Blue ex-Saab management 9-3, with Satnav and the all-important heated seats. Crucially it had the 150BHP 16 valve engine. I liked the engine: it was more refined than the 8-valve unit. It picked up quicker at low revs and delivered the power smoothly through the rev range. Acceleration was more even than the slingshot explosion I'd come to expect from the 8-valver.

The new car was perfect but somehow I couldn't help wondering how it might perform if it were Superchipped. Within a month, I could no longer resist. One afternoon in November, as I drove home from work, I dropped into Superchips in Buckingham. Pete Chaundy, who'd worked the magic on my previous car met me and impressively, remembered both me and my previous 9-3. What could he do for my new one, with its 16 valve, 150BHP engine?

Pete explained that an extra 30BHP and 66Nm of torque were easily achievable. With its GM engine, the Saab is virtually the same as the Vectra and superchipping is very straightforward. The ECU is unplugged from the car and new software written onto the unit. The original files are not touched, so the car can always be returned to its original state. Pete explained that the car would feel more responsive and livelier through the gears. I should also expect slightly better fuel consumption. As a Saab Owners Club Member, he would also give me a substantial discount, just as he did before. The work would take just one hour. I couldn't resist and the car was

booked for the following week.

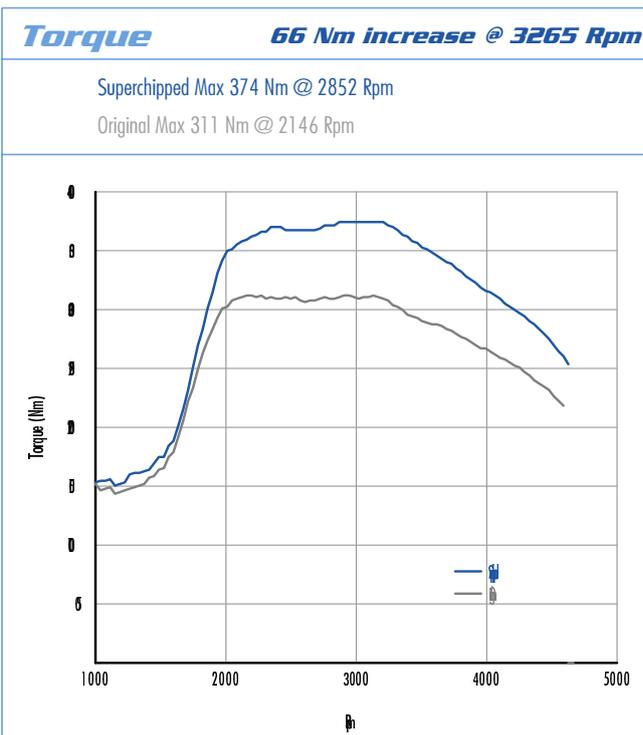
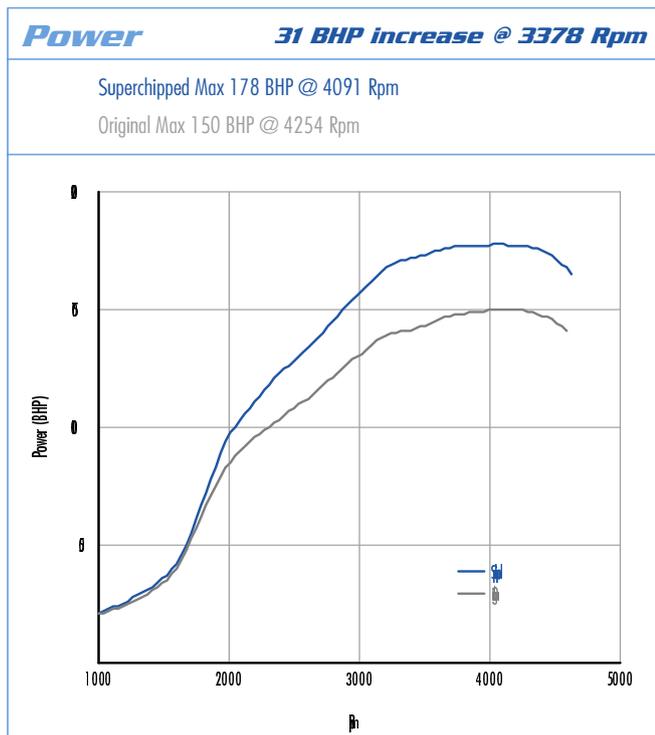
By the time I'd walked to Tesco's for a cup of coffee and read the paper, it was time to return to Superchips. The work had been done on time, without fuss and for a significant discount. The drive home took longer than usual... something to do with the extra twenty miles I decided to cover, enjoying the drive as I zig-zagged across Buckinghamshire.

Two months later, I can honestly say the car is a dream to drive. It is effortless in overtaking; gear-changing is reduced; pick-up is better; and yes, fuel consumption is regularly at 47-49 mpg, with over 50mpg on a motorway run. The power is there to be exploited and the superb chassis of the 9-3 can handle it. As before, I contacted my insurers to declare the up-grade. As an IAM member, Adelaide Insurance did not ask for an additional premium.

I can wholly recommend Superchips of Buckingham for the quality of their service and their product. Superchips Ltd are at Buckingham Industrial Park, Buckingham, MK18 1XJ. Phone number is: 01280 816781, or e-mail Pete at: [pete.chaundy@superchips.co.uk](mailto:pete.chaundy@superchips.co.uk)

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## SILVER DREAM MACHINE and more

As I write this column, much of the country is buried under snow, and I am finding I miss the traction of a V4 in these conditions. My 9-5 Aero is now wearing Vredestein winter boots which definitely help compared with the usual performance tyres I use in the summer, but are still not a patch on a V4 with skinny rubber. However I don't want to risk damaging the 96, or get it covered in salt, so she's staying tucked up in a cold and leaky garage and that's another job I must get around to some time!

### Parts Required

I received a number of requests for parts recently, can anyone help?

From Stewart Howson: "My 96 rally car rebuild is moving on and I'm looking for the chrome trim for the round-headlight front panel and some sidelights/indicators. I do have a panel without trim so I'm looking for the bits but if anyone has a complete panel with chrome I'd be interested in that too."

From Ian Studley: "I am looking for a V4 twin choke vacuum plate, rectangular with two large holes and four bolt holes. Any ideas? Or I can offer for sale a twin choke inlet manifold and carb, but no vacuum plate!"

### Neville Hall Silver Jubilee 96 update

Neville's car was registered with us recently. He has kindly sent an update which shows just how busy he has been: "I bought this car for a few reasons, including that I used to have a 1977 96L about 10 years ago, so when this 1975 Jubilee came up, being a limited



edition and the same age as me, coupled with the fact that I fancied something to tinker with and fettle, I went ahead and bought it. I have been through the car and it has proved to be a good buy as it is solid – yes, it has had some welding to the footwell area in the past, but it is all solid now and the rear shock-mount area is good (only a small bit welded last week to keep it solid). The car has clearly been well looked after in the past, but unfortunately I don't know much about its history, apart from that it first lived in Liverpool. The car is totally standard and I plan to keep it that way.

#### Jobs Done:

- Rear brake cylinders replaced
- Rear brake shoes and springs replaced
- Driver's door mirror repaired – liquid metal to fill crack where arm joins the mirror-back
- Interior light working
- Rheostat switch repaired
- Reverse light switch repaired
- Reverse lights earthing made good
- Clock wired in
- Brake pedal warning light fixed



- Wheels inside surface rubbed and rust-treated
- Wiper motor removed cleaned and lubricated and re-sealed on bulkhead
- Boot latch adjusted
- Hinges and locks lubricated – doors, boot and bonnet
- Surface corrosion on brackets in engine bay brushed and treated
- Carb (Fomoco) float level adjusted
- Points re-gapped, and plugs too
- Vacuum advance pipe replaced
- Fuel rubber hose to carb replaced, and all hose clamps secured
- Water rubber hose – short lengths – replaced
- Underside – loose underseal removed and any metal brushed and rust treated
- Small bit of welding to driver's side footwell
- Small bit of welding near N/S/R shock mount inside boot

Next to do:

- Renew front brake pads, spring-plates and pins
- Oil and filter change
- Wheels outside surface rubbed down and re-painted
- Replace heater control cable
- Source and fit new Saab Badge for N/S/F wing

The car is looking really nice now. Well done, Neville.

### 96 in Corfu

John Speed from the Saab Surgery in Tyneside sent me this photo below of a car he spotted in Corfu about seven years ago. John's comment: "It must have been a boy-racer, note the Pirelli stickers!"

### Registers update

One last thing before I go, I mentioned last time that I had almost persuaded someone to take on a combined GM900 and 9-3 Register. Unfortunately, they decided not to as a result of work pressures, so if anyone else is interested, I will be glad to discuss the role with you.

Enjoy getting those V4s out of their winter hibernation...  
Cheers

AI



### New Registrations

Name	Location	Car	Registration
Peter Christy	Bucks	96	UUH 745J

Peter's Red 1971 registered car was bought a few months back, and has been 'Extensively (and expensively!) restored'. It has a VEGE engine and recon box, Soccerball wheels, a Jetex and Weber 28/36. A nice spec for a road car, that will be very similar to where 'my' 96 will end up when finished.

Peter writes: "I've recently returned to the V4 fold after an absence of some 30 years! I sold my original beloved V4 in 1976 when family pressure to 'get something bigger', finally overwhelmed me! It was a move I immediately regretted, and I always promised myself another when the opportunity arose. Just before Christmas, it did!

"I am now the proud owner of another Red V4, albeit slightly newer than my SAH tuned 1969 original! This 1971 car is in excellent general condition. The shell is solid, and she has been expertly welded in the usual places. Alas, the respray isn't quite so good! Although the finish is excellent, the preparation work appears to have been skimped, and already bubbles are re-appearing! She will need some bodywork attention in the future, but for the moment I am using her daily and she has proven as robust as my original car was back in the early 1970s!

"When I acquired her, she had a Highgate exhaust fitted. This produced a lovely V-engine 'waffle' sound, but was devastatingly noisy! It set off car alarms all over the place, and you couldn't hear yourself think inside! I have now fitted a Jetex, and have not noticed any difference in performance, but cruising on the motorway is now a pleasure rather than an audio assault course! I also obtained some period mudflaps which set her off nicely! If anyone knows the fate of CXF 707G, I would love to know!"

All correspondence to:  
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North Yorkshire, YO17 6SR  
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E-mail: registers@saabclub.co.uk

# 90/99 REGISTER



As I write this in mid-January my 90 is seeing me through another reliable winter's motoring. Despite the weather being colder than in recent years it never fails to start, in fact I always feel the tougher the weather the better it likes it – not bad after nearly 25 years. If I had to depend on any car for a tricky journey it would be this one.

One advantage of its reliability is that it's enabled me to allocate what little spare time I have to my 1974 Sonett, which needs a gearbox rebuild and no doubt a few other jobs when the engine comes out. So far four hours has got me from this...



to this...



All I've got to do now is lift the engine out, get the gearbox looked at, and remember where everything went when it comes to putting it back. Although I learned to drive on a 99, the Sonett was my first car, so you'd think I'd know where everything went after 23 years of ownership, but thanks to that Saab reliability the engine has only been out twice before.

## Soundproofing

But back to the 90 – one small problem, if you could call it that, I did have a tarry smear appearing on the driver's side window. I thought something had dripped on it and ignored it as you do, but then the glass tightened up, and removing the door trim I found that the soundproofing had come away from the door in the summer heat and jammed the glass. It was easily removed, but what was surprising was how tinny the door sounded without it there. Since you can buy it readily in self-adhesive sheets from motor factors who supply bodyshops, I replaced it, and had enough left over to do inside the boot lid, which has quietened that down as well.

## Letters

Over the years a number of people have built their own specials based on the 99/90 shell. John Speed recently sent this picture of a tidy-looking pickup/utility conversion seen at the National a few years ago which he thought may be of interest. Despite the 90 front valance, judging from the fuel filler position and what you can see of the back end it looks to be based on a 99. My local

specialist Orpington Saab has a similar car/truck/whatever in bright yellow. I wonder how many more there are out there (and are they registered?)

## Regulators

The mention of voltage regulators a few months back prompted Alan Easterbrook to send me a regulator for a 1977 99 which he bought new and never used. He is happy for another Club Member to make use of it in return for a donation to a charity of their choosing. If it is of any use to anyone please let me know. Maybe this could start a trend – there must be many other useful parts out there languishing in the back of a garage which could help to keep our 99s and 90s on the road. Thank you Alan.

Stuart



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## A REAL SHOW

I hope you all enjoyed the picture of Julian Davis's Works Replica 99T in the last issue, unfortunately the caption went missing in cyberspace. Julian really has put his heart and soul into this car, and it shows in his attention to detail. Having experienced it first hand at a Track Day at Aintree Circuit last year, I can honestly say that it goes as well as it looks. I will publish more photos of this wonderful car as it evolves.

Whilst still on the subject of the last issue, you will have seen that our 99T was in attendance on the SOC stand at the Classic Car Show. This was a new experience for myself and Sharon and I must thank Ellie for inviting us. We were there for the full duration of the show (three days) and there was never a dull moment. I was surprised just how much interest there was in the old chariot, especially from younger enthusiasts who either already owned one or were seriously intending to purchase one. All in all, a very encouraging experience.

Fast forward two months (January) and we were at the NEC

again, Sharon is a member on Pistonheads ([www.pistonheads.co.uk](http://www.pistonheads.co.uk) initially a TVR site but now covers most marques including Saab) and like many of their Members had offered our cars for the inaugural Pistonheads Show which ran along side the Autosport Show (both being owned by Haymarket Publishing). Both the Turbo and Sonett were in attendance in 2008. When the notice appeared on the site for the 2009 show we thought we wouldn't put either of the cars forward this year as we presumed they would want something different with so many Members' cars to choose from. Well I was more than a little surprised when Sharon received an e-mail asking if they could have the Turbo again! The only downside to this is that the car is usually in hibernation for the winter, and as I mentioned in the last issue, the only place for salt at Foxley Towers is on my chips! NOT on our precious babies! All three are normally tucked up safely in bed from the end of October to around the end of April/May). So I had to prepare the whole of the underside and engine bay for the worst.





All correspondence to:

CHRIS FOXLEY

99 Turbo Registrar,

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

# STEALER

It was a good job I had as the roads down to the show were truly awful and just to add insult the weather was very, very cold brrrrrrrr, but well worth taking the effort, the show itself ran for four days (Thursday/Friday being Trade Days with a lot of companies having stands, Saturday/Sunday open to the General Public, and very busy it was too). It has taken me two weekends to clean the car properly. Not having used the car in winter for many years, I had forgotten just how much stronger the performance is in near or actual freezing temperatures, despite the intercooler and water injection, the amount of 'grunt' for a given amount of boost is a lot greater, and I had a lot of trouble restraining myself.

Reading Stuart's 90/99 section from the last issue he refers to the pleasures of driving along the A5 towards Anglesey. I can heartily agree. It's not unknown for me to sneak (I do try, but sometimes the cars have different ideas about this, but who likes an exhaust that's too quiet?), personally I don't hear a thing I'm

almost certain Chris must be pushing them onto the lower part of the drive, he certainly looks worn out when he comes home. In the early hours of the morning when the sun's thinking of peeking over the hills and mountains, the sky is an inky blue and the birds are beginning to stretch their wings, just to go out and enjoy these magnificent roads, the only problem being the sheep they insist on sleeping in the middle of the road.

## Fuel Lines

With quite a lot of time to kill at the Autosport Show I thought I would see if I could find a supplier who could make up a set of fuel injection lines for the K-Jet System. I have tried unsuccessfully in the past, the difficulty seemingly being with the 2mm I.D. I did find two companies who were interested (and a fair few who weren't) so I have left a sample fuel line with one, and I will let you know how I get on, fingers, toes and anything else you can think of crossed.

*Chris*





## SAAB AND A HALF IS SIMPLY 'BOOT'IFUL

Saab drivers tend to be a sociable bunch, and it seems us c900 drivers are no different. I've had numerous responses to my thoughts about having a c900 meeting somewhere in the country and all were positive, which is great. So it looks like I need to start thinking about not only when and where, but just what flavour of event to offer. With that in mind I'd be delighted if any readers would like to offer their thoughts and suggestions, and of course any hard graft they have spare to get the ball rolling. As 2009 will be the 30th Anniversary of the 900 in Britain (although it was available in Sweden the year before) it would be great if we could mark it in style. Personally, I think we should look towards the end of the summer, but there is also the possibility of running a special event within another – the National for example.

Like the 900 itself the registrations major on quality not quantity this time. First up is from Tom Mulcahy who has a grey T16S three door. I'll let the man himself take up the story.

"I bought my Saab last July. I've owned a couple of perfectly respectable Merc E class (diesel and petrol) but decided I'd like something with a bit more personality. I've always liked Saab but wouldn't be that keen on the newer models. I decided that the c900 was the car for me. It would have to be a full Turbo, with good spec, and in suitable condition for everyday use.

"There wouldn't have been that many sold here in Ireland so I extended my search to the UK. When the car that looked right came up on eBay (leather seats, 16" aero wheels, etc), I got in touch with Steve Lewis in Luton who checked out the car for me. He pointed out a few issues but overall the car was sound. I couldn't be put off at this stage so a deal was done. Steve did a great job with the sagging headlining, and replaced the exhaust. When the car was ready, I flew to Luton, was met by Steve (with my Saab!) and in a

couple of hours I was on the M4 legging it to Fishgard to make the 6.00pm ferry crossing.

"A month later, the Merc was sold, and there was no going back – not that I wanted to – I was hooked! It hasn't all been plain sailing though – I blew a hose off the Turbo, much to the delight of the WRX driver that I was overtaking at the time, and have just replaced the radiator and thermostat but, overall, I'm happy with my Saab – I've got a feeling this one could be the first of many!"

Sounds good to me Tom and you'll get the WRX driver next time. Good to hear Steve is still providing such a personal service. Those who have been around the brand for a while will probably know Steve, but for those who are newer to the model, he is a great contact for any advice or spares. Sagging headlinings and leather dyes are his speciality and he regularly puts orders into Sweden for new parts direct from the factory. He recently sorted me out a couple of gutter end caps for my c900 (which the girlfriend wrapped up and made me wait until Christmas for...) and is always willing to chat Saabs. His contact number is 07721 422232.

### Saab 900i Special Edition

And finally a short article from John Daniel (10135) about the Limited Edition c900SE and a request for further information.

"Just 300 cars of this Special Edition were made by Saab for the GB market from March to May 1990. Amongst a long list of items, the upgraded trim included leather-faced seats, walnut dash, electric sun roof, cross spoke alloy wheels, and all were painted in metallic Iridium Blue.

"After almost 160,000 miles, 18 years, and without any warning, and for the first time ever, my car 'failed to proceed' (as the phrase goes) as I drove home at 10.15pm from London on the M40 in



mid-December. Two hours later, I could scarcely bare to look as the car was winched and then secured on the back of an AA Relay lorry by a very helpful and sympathetic patrolman.

"Thanks to sterling, first-class work in the search for the necessary parts which are no longer available from Saab, by a specialist (non-franchised) Saab Dealer in the West Midlands, my car is now back on the road.

"However, while sitting with my head in my hands for an hour in the cab of an AA lorry, I just wondered if there are any more cars of this special few owned by Club Members still out there on the road. Were you an owner of one of these 300 which has now either died or been used as a donor car for newer models, or is yours still going flawlessly (as mine was until just recently)? If you have a minute to drop a line, my address is [john@wjdaniel.org.uk](mailto:john@wjdaniel.org.uk)"

Sounds like a great car really John, and I often think we forget just how old these cars are, certainly there can't be many 18+ -year-old 160,000 motors on the road that haven't succumbed to rot or had a major mechanical failure. So if you own one of these unusual models please feel free to e-mail John, or pass your messages onto me and I'll relay them to the man himself.

Unfortunately there wasn't room for pictures of John and Julie Cartledge's Saab and a half from the last edition of 'Driver', so they have been included in this copy so you can see just how brilliant the conversion was.

And just a small update from me regarding the 'money pit'. A blowing exhaust manifold was fixed by Wes at Nottingham Saab (0115 930 9393) and it was off South to visit Martin Bayfield at Jamsaab (0117 986 9997) to have the Quaife LSD fitted with the gearbox in situ. The job went swimmingly apart from some metal debris (suspected to be bearing cage) found when draining the oil. And although I haven't had a real chance to try the diff out to extremes, I have managed to have some fun on a couple of favourite roundabouts. I think I need to recalibrate my expected cornering line though, otherwise I'll be in danger of clipping the inside kerb rather than the outer one! My only worry is that the car really does now beg to be driven harder than ever and I can't help thinking that it will only make the sand in my egg-timer of a gearbox run out even quicker than before....

Graeme



### New Registrations

Name: Tom Mulcahy  
 Mem number: 020207-6  
 Model: T16S 3-Door  
 Mileage: 165,555

Area: Co Cork, Rep. of Ireland  
 Reg: G993 UAR/89-C-19890  
 Colour: Odorado Grey

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# 9000REGISTER



All correspondence to:  
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57 Brett Green, Upper Layham  
Ipswich, Suffolk IP7 5LX  
Telephone: 01473 827557  
E-mail [johnthecrook@btinternet.com](mailto:johnthecrook@btinternet.com)



## DID YOU MISS ME? (YES, LIKE A TOOTHACHE!)

My apologies for not producing an article for the last 'Driver', I had some personal problems to sort out that took a rather excessive amount of time.

I went to our first East Anglian Group meeting of the New Year, this involved a round trip of about 40 miles. Dave Everett was driving his 1996 9000 Aero, during the trip we got to discussing headlights as David is experimenting with Xenon dip beams and it was foggy. I have not seen a good pea-souper for some time, just over 35 years ago I did a bit of rallying (yes, I have seen our man driving a Two-Stroke quicker than a Stratos) and fog was the worst of conditions. Cibie made headlights that had a concave lens which helped stop light-scatter above the headlight, therefore making it easier to drive in fog, and the Continental sharp dip cut-off was also a help. We thus began to wonder what it would be like to drive something like a Focus with its sloping lights in fog. We supposed that we had advanced by eliminating fog. Ah! The wonders of modern science.

Talking of the wonders of modern science, I have had enquiries on how to upgrade the headlights on the 9000. Most of the problems are due to dim reflectors, so I am now looking into the re-silvering of plastic reflectors. If anyone has any information on this can they please pass it on to me.

In the November/December issue of 'Driver' I mentioned that I had been to Bruntingthorpe for the Type 4 article that was for the Auto Italia magazine. I have now received a copy of the said magazine. Apart from pictures of exotic Ferraris and Alfa Romeos, there are pictures of an Imola Red 9000, the write-up is interesting.

Richard Dredge, the author, reckons that only the V6 Alfa is better. The very interesting point that is made by Richard is the rear suspension. The Alfa has MacPherson struts and various locating links at the rear while the Saab makes do with a solid beam axle properly located, this was a carryover from the classic 900.

Disaster! I have destroyed the dongle that held the registration details by standing on it, so I have to go through a load of paperwork to sort it out. As a result there are no new registrations to peruse. Apologies again. I will update it in time for the next edition.

*John*

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# 9-3SPORTSSALOON REGISTER



All correspondence to:

ANDY GILCHRIST

3 Ralph Garth, Tockwith, York, YO26 7PP

Telephone: 0773 4350969

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



## I DON'T BELIEVE IT!

It has been a busy time recently with a couple of new registrations in the last couple of months.

First one is David Frost from Kettering who has bought a 2007 model 9-3 1.9 TiD Convertible in Silver, David is one of the Members who contacted me last year before my technical issues and one of the few who's details I have been able to resurrect! Many thanks for getting in touch and I hope you are still enjoying the 9-3 ownership experience.

The second is a more recent registration from Howard Smith, who has recently acquired a 58k 9-3SS 1.9TiD 6-speed Automatic Linear 16 valve Sports Saloon. 'This is a three-year-old ex-fleet car in Red with black interior, pleasantly surprised at the excellent overall condition and comprehensive history, very impressed with the performance: "This replaces our 1996 9000CS, which, at the moment, remains in the family. The black interior will need to be looked after, we have two corgis which travelled in the 9000's boot, no such slumming it from now on, thank goodness for charity shops and a good supply of potential seat covering.

'There was an early Victor Meldrew moment, and an inadvertent way of learning about fitted goodies. On the way back from the dealers a flying stone cracked the screen, duly claimed a replacement, asked if car has rain sensing, er not to my knowledge, turn up at screen suppliers to find yes it does have rain sensing, so sorry-we-have-the-wrong-screen-can-you-come-back?'

Thanks for letting us know about your early experiences with the latest Saab you have added to the family.

The oldest 9-3 sport saloon's will soon be turning seven years old and are starting to become a budget priced Saab available to more people. With the way the car market is currently, the cheapest early cars are now falling into the two to three thousand pounds market, the possibilities for a real bargain are out there for those of you that want to look for it.

What I would like to do for the next issue is with your help, put together a list of the most common failures that have been experienced by you all in the last seven years of the car being released. I will collate all the replies and use the experiences you have had with reliability and possible money-saving tips to put together a little buyer's guide for anyone who doesn't already have a 9-3SS.

There is one other item of interest and it's performance upgrades. I have to be honest and admit I currently do not own or run a 9-3SS (my boss doesn't even register the hints about running the Turbo X as a demo) but I do run a modified 9-5 and really I only get to experience the Saab approved tuning kit from Hirsch, and I would love to be able to get a little bit more feedback from Members who have modified their 9-3SS and to see if we can find who has the most modified 9-3SS in the Club (any pic's would be brilliant). I'm sure that there are some modifiers out there who can provide some advice as to what options are available and what improvements the 9-3SS accepts without changing its character too much! Till the next issue take care, and in anticipation of the flurry of reports, many thanks.

Andy

# 9-5 REGISTER

## Abbott Upgrade

Chris Tapsell Membership number 18057 writes:

"The 9-5 is my first Saab and I've owned it for nearly five years... the longest that I've owned an 'everyday' car. It's a 2000 (W), 2.0 Ecopower SE in Silver and now has 153,000 miles on the clock.

"I was also prompted to write, by the note from Richard Slooyczak in the November/December 2008 issue which asks for comments on upgrades from Abbott Racing. I had never been happy with the performance of my 9-5 and almost straight-away fitted a Saab ECU upgrade with red injectors, however this did not seem to make that much difference (!?).

"Resigned with the fact that perhaps 9-5's weren't that 'pokey', I put up with it for a year or so. However, being the type of person who likes to think that he knows a little about cars, I thought that something must be wrong as a 2.0 turbo should have some go in it.

"I contacted Ed at Abbott Racing and arranged to visit them to see what they thought.

"Ed took my 9-5 out for a test drive and his comment was, 'lacklustre, to say the least!' and it was agreed that there was something wrong. Back at the workshop, Ed and Mark started checking the car over. For some reason boost was way down. Over the next three hours, various parts were exchanged, including ECU, boost control valve, mass airflow sensor, cat and dump valve but, all this made no difference.

"A call was made to their ECU guru, Pete, who suggested removing one of the pipes from the boost control valve... WOW... it went like stink! The pipe that was removed, connects the boost control valve to the throttle body and has a one-way valve at about its mid-point, which had decided to give up the ghost. This valve cannot be bought separately, so you have to buy the whole pipe assembly at £148! I decided to leave the pipe disconnected at the throttle body end and plug the throttle body fitting until I find a suitable replacement.

"At this point, Ed asked if I wanted the Abbott ECU leaving where it was or my original one refitting. We tried the original one again, but I opted for the Abbott ECU and the 3" full stainless exhaust with cat as the original Saab exhaust was showing signs of failure anyway.

"To say that I was impressed with the service at Abbott Racing would be an understatement. They definitely went the extra mile and their tea wasn't that bad either.

"To answer Richard's query, I would recommend Abbott Racing to anyone who was thinking about upgrading their Saab.

"The ECU makes an appreciable difference to performance, with bags of power and torque.

One unexpected side effect of this is that I've found my fuel economy has improved (as long as I don't use my right foot to much!).

"The 3" exhaust is slightly louder than the standard exhaust when driven 'normally', but rumbles nicely when you accelerate. It is definitely not noisy in a 'boy racer' sort of way.

"One thing to bear in mind when upgrading your 9-5, is that there are other things to consider such as braking, drivetrain, suspension and insurance.

"I think the standard 9-5 braking is very good and easily able to take anything that I'm going to throw at it, but the discs will need changing soon, so I may fit grooved items.

"I've updated my 9-5 with Eibach dampers and springs all around but would recommend to anyone thinking of updating a 9-5 2.0 Ecopower to look at the anti-roll bars first. I'm waiting for a rear ARB to arrive and hopefully this will improve things.

"On the drivetrain front, I'm going to look into updating the standard clutch to an Aero item (as the standard 2.0 item can't handle the torque) and while I'm at it, I may change the flywheel for the Abbott lightened item and fit their LSD. I kicked myself for not doing this when I last changed the standard clutch.

"Last comment... check with your insurance company... my insurance went up by £150 a year... but try Adrian Flux as they saved me £100 this year!"

Tony Harper writes on the same subject:

"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 9-3 LPT 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 250 BHP 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





# 9-5 REGISTER



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 Abbott performance upgrade or trionic 7 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 modification. They said that especially on the Aero 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 tweaking the 9-5 Aero to make it even better is one I would like to follow through. 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."

## Bio-ethanol Fuel

Steve Smoult writes:

"I have a petrol engined 2002 9-3 here in France and I would like to try running it on bio-ethanol, but I am deterred by the stories of corrosion in the cylinder and cylinder head in the long-term. Richard Elliott says no problem with

tank and fuel lines but he has no other info. I am going to investigate what the Scandinavian websites contain, but my son runs a BMW 2000 petrol model on about 50% ethanol and he says it runs OK. Since your Sept/Oct notes have you got to learn any more?"

## Not Very Good On These Cold Mornings

Kenny Lang writes:

"Can you tell me if there an affordable way to get my heater back working on my 9-5? I have been told that the only way is to remove the entire dashboard to get to the motors, which makes the repair uneconomical. I am without any fan power and only limited residual heat floats through the vents which makes driving both potentially dangerous and unenjoyable in this cold weather Can you suggest any ways forward please?"

## Car Clinic Nov/Dec 2008 Issue – Alarm System

I would refer to the above article as I have just had to have the siren replaced on my own Aero. The suggestion was in the reply to Stuart Abercrombie's letter that the battery in the siren could possibly be replaced as one possible solution. I have spoken to my local dealer who has come up with an interesting point that the siren is a sealed unit. To replace the battery would mean somehow breaking the seal, and after replacing the battery making the unit water-tight again, which might be a problem. Their comment was that if someone knows of a way of doing this they would greatly appreciate the solution.

The other problem that springs to mind is that, yes the car would be still adequately protected through the deadlock and immobilisation, but, if any problem occurred, would an insurance company still say that it was adequately protected. I personally would not like to have to put that one to the test.

Thanks to everyone who has sent details in this time. Please do keep them coming.

Tim

## New Registrations

I would like to add S 395 RJV a 9-5, 2.3 LPT auto in Silver to the register .

John Butler (017503D)

All correspondence to:

TIM, JULIAN AND TREVOR BAYES

10 Barrington Avenue, Jessops Wood,  
The Reddings, Cheltenham GL51 6TY

Telephone/Fax: 01452 855551

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

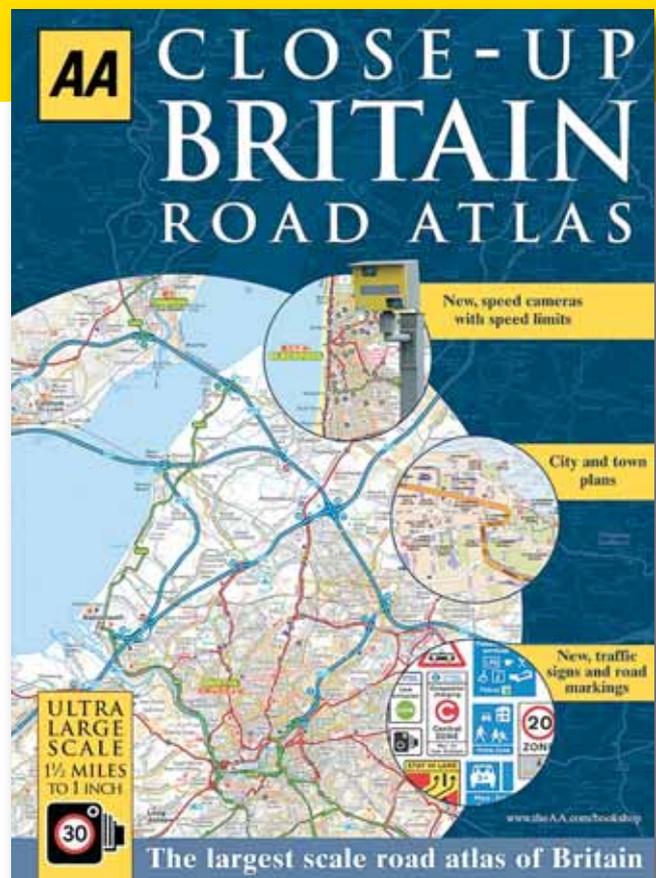
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Entries close 1st April 2009. The winner will be the first correct entry drawn at random.

## Wild and wet days at Castle Combe

After heading to Castle Combe for the test day, we arrived at 8.00am to get unpacked and get the car passed by the RAC stewards, all was good to go.





Out on the circuit and after a couple of laps it proved to be a good move to book the test day, as the Turbo pipe blew off again, so back into the pits to see what is causing the problem, we found a crack and a piece missing on the flange. So a quick trip to the local Motorsport agent, bought some stronger clips to try and hold the pipe on, with success at being able to get two sessions of 10 laps and good track time, putting in 1 min 25 seconds, not my best but consistent.

### 25 August

After a good test day, feeling good going to the race, with a mid-morning qualifying time and the weather dry but cloudy, we are all

quite relaxed. Out onto the circuit for Qualifying – had a good out lap a good exit from Camp on to the pit straight and a good start with a 1 min 25 seconds, then getting in traffic with the front runners and a few back markers dropping me down to 1 min 27 seconds. Then I got a clear track and I was able to put in a 1 min 24 seconds on lap eight which put me 24th on the grid.

To the race, I got a good start and was able to get past Alan Dixon in a Peugeot 306 1.9 and got close to Daryl Radford in a VW Vento VR6, having a good battle with the two of them, then on lap three two of the front runners, Barry Squibb and Garry Prebble both in Mitsubishi Evos, tangled on the approach



to Quarry Corner which brought the safety car out for three laps. Just as the safety car came out, Dixon got the place back, Radford had pulled away before the safety car. At the restart Geof Wade seemed to fall asleep and I was able to go past him on the pit straight and then set about catching Dixon and Radford, putting in 1 min 24 seconds then 1 min 23 seconds, still having a lot of understeer and the tyres losing the grip. By lap 9/10 getting close to Dixon on the way to Quarry, seeing Dixon also struggling with understeer I saw a chance to take the place back, but was not to be as my understeer was just as bad and not being able to get the power down, stayed in 21st place, one second behind the Peugeot at the flag.

#### 4 October

So to the last race of the season the 'Formula Ford Carnival' with only one of the four classes decided, Class A winner was Barry Squibb. Class B was between Mark Wyatt in the Astra and Tony Dolley in his Peugeot 206GTI, with Mark Wyatt winning by two points.

At the start of the season I wanted to score points, but I was having a season that we would wish to forget. The day started off dry, with Qualifying starting at 11.15 in the dry.

With 36 starting it's never easy to get a clear track and setting a time of 1 min 25 seconds finding myself behind the LPG converted Nissan 200sx Turbo.

By the time the race was due to start the heavens opened as it often does at Castle Combe so it was to be a wet race, the lights went to red and then out all hell broke out with a charge down to Folly Corner with loads of spray and all the cars with headlights on, quite a sight.

I must have been in reverse as the world and his dog went by, just not able to get the power on the track at the start. Once I got going I was able to catch and pass a couple of cars but with no grip in the corners it made life a bit interesting. I was having a good dice with a new shape Fiesta which was going well in the wet with the Nissan having the same problem as me in getting the power down in the wet and with him in the distance my chance of scoring points was very slim. With about three laps to go I was still trying to catch the Nissan, we were making good progress by putting in laps of 1 min 50 seconds and 1 min 48 seconds, I could see the gap closing to Angus Cunningham in the Nissan, then on the last lap as we approached Bobby's I was on his tail and for the first time I got a good exit out and was alongside Angus and was able to out drag the Nissan into Camp doing a 1 min 47 seconds to take 6th in class and my one point. One of the day's best drives was from Jason Cooper in Class D Fiesta with a first in class and ninth overall, beating one of the Evos and only finishing five seconds of, 5th place.

The Castle Combe Champion is Will Di Claudio also in a class D car scoring 55 points in total.

Mike Wilson

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Historic Showroom Condition - 1972. Just 39,000 miles from new supported by full history including build confirmation from Trollhättan. All tax discs, MOTs, ever issued, sales brochure, purchaser's order and invoice, driver's handbook, service card and tool kit. Garaged throughout its life. Fitted head restraints. Scandinavian seat covers. New tyres and stainless steel exhaust. Must be unrepeatabe. £4,850. [rvigouroux@btinternet.com](mailto:rvigouroux@btinternet.com)

## 99 Turbo

Two-door, 1980, rebuilt engine. New clutch and slave cylinder, unleaded head. Recent new radiator, discs and pads, headlining and CD player. Good interior. Good bodywork. Beige car rebuilt from good 99GL shell which was Ziebart treated from new. (See article in March/April 2005 'Driver'.) £1500. Tel: 01934 632854 (Somerset).

## 900

### Classic 900 Convertible

16 valve Turbo. Manual 'D' Reg. White body, Black hood. Burgundy leather interior. Engine and mechanics need overhauling. Bodywork needs attention. This car would make a perfect restoration project as first year of manufacture for soft tops. £800 ono. Tel: 07767 684 136 (SW Dorset).

### Save a Saab!

900 Turbo 8v for restoration. Burgundy Red Metallic, RHD, 1983-Y, three-door, looking for good home and facelift. One owner since 1989, garaged last two years. Original. Burgundy velour. eight alloys. Power steering, central locking, cruise, electric windows, factory sunroof. Dealer serviced. Headlining sagged, rusted wheelarches, spoiler perished. Located Norway, DVLA registered. Will deliver to Britain for serious buyer. Not for breaking. Offers. Info and photos: [colin@online.no](mailto:colin@online.no) Colin Dobinson, Rubingenvæien 6, 1642 Saltnes, Norway. Tel +47 4805 9609.



### 900i Convertible

1993 I Reg. 45,000 miles, Imola Red. Currently on SORN. Available from 1 June. £3500. Tel: 02086 690 402 (Sutton, Surrey).

## 9000

### 9000 CSE Anniversary

Rare 2.3 manual. 1997, Silver, black leather with grey inserts. Excellent car, but new Aero means it has to go. All the usual Anniversary accessories. Tax and MOT. £1695. Tel: 01325 312400 (North Yorkshire).

### 9000 Carlsson

1990 White, grey leather interior. Full service January 2009. Wax oiled. MOT till June 2009. 117,000 miles. Good condition £1250 ono. Tel: Daytime 01963 363593. Evening and weekends Tel: 01963 362788 (Smallbridge, Dorset).

## 9-3

### 9-3 Vigen 2.3 Hot

2000 Reg, Black, 230BHP. Five-door, top of the range director's car. Manual, Vigen alloys, air con, grey leather interior, leather heated front seats, electric driver's seat, ABS, cruise control, alarm, CD changer and onboard computer. Full service history. 64,000 miles. Rare example of high performance iconic Saab. £6750. Tel: 01329 845988 (Southampton).



## Wanted

### Towbar

Preferably a detachable Saab part, to fit my 1996 9000 CSE Anniversary. Tel: 07976 743 107 (London SE7).

### 95 V4 Rear Wing

The one with the petrol cap. Must be in good condition. Also interested in a complete 95 V4, preferably a runner with MOT. Tel: 07973 429 346 (Kingston Upon Thames).

### Manual

Service manual required for 1989 Saab, two-door, 900 16V. Tel: 01273 606035 (Brighton).

### Classic 900

1987 'D' Reg, five-door hatchback rear screen wiper arm and motor (part no: 01763-746699). Tel: 01884 252012 (Devon).

## Bits and Pieces

### Four Winter Tyres

Michelin Alpin PA3. 215/55R16V fitted to Saab steel wheels with Saab hub caps. Only 3,000 miles use on a 2007 registered 9-3 TiD. £360. Tel: 07967 467 136 (Peterborough). Also Saab 9-3 Convertible wind detector with transport bag, as new. £150.00. Tel: 07967 467 136 (Peterborough).

## 900 Classic

Sunroof wind deflector with fittings, ignition modules, PR electric mirrors, PR manual mirrors, electric aerial, new front pads (pre-1991), some other bits included. Tyres. All at silly prices plus postage. Tel: 01692 630637 (Norwich).

## 9000 CSE

'L' Reg. Seiko air con compressor. Air gap adjusted down to 15 thousand. £15. Tel: 01382 610347 Buyer collects (Dundee). Also 9000 CSE 'R' Reg. Towbar c/w wiring £20. Tel: 01382 610347. Buyer collects (Dundee).

## 96 V4 Parts

Having supplied parts for many restorations in 2008 I still have some surplus 96V4 parts left. All day stored and clean at nominal prices to enthusiasts. Tel: 01442 259100 (Hertfordshire).

## Electric Aerial

Saab part no 41 08 932 from 1996 model. £35 inc P&P. Tel 01485 518415 (NW Norfolk).

## 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

### Algarve Luxury Apartment

Sleeps six. Sea views, pool. Fully equipped kitchen, Satellite TV. Two bathrooms. Walking distance to beaches and town. Three top golf courses nearby. Tel: 01277 623846 or e-mail: [alexander.algarve@aol.com](mailto:alexander.algarve@aol.com)

### Crete Luxury Country Villa

Glorious West Crete, quiet peaceful village near Chania. Sleeps eight, four double bedrooms, two bathrooms. Private pool. Fully equipped, wash/machine, dishwasher, Satellite TV, DVD, BBO. Five minutes from coast. Tel: 0771 040 055 or e-mail: [jerrybloomfield@realcrete.com](mailto:jerrybloomfield@realcrete.com)

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The New

January 2009.

### NEW LOGO - SAME COMPANY

Peter Best Insurance Services Ltd, one of the Country's leading classic car insurance specialists, is updating their familiar logo. As Peter Best told us;

"As we approach our twenty fifth year in 2010, we felt that our 'Peter Best' brand image needed a facelift to bring it up to date. After much research, we chose the initials PBIS as many people refer to us in that way.

However, to ensure that no one is in any doubt about our name, the title Peter Best Insurance is clearly shown underneath. Alongside the heading, we have introduced an anchor which is generally taken to represent safety and security. This has the year of our formation inscribed either side of the shank.

The new logo will begin appearing during 2009 but in the interests of paper economy, we plan to run out our existing stock of stationery with the present logo but by our jubilee year, we hope that the new logo will have replaced the old entirely.

Let us assure you that the Company continues strongly as before – we are only refreshing our logo".

*Peter Best*



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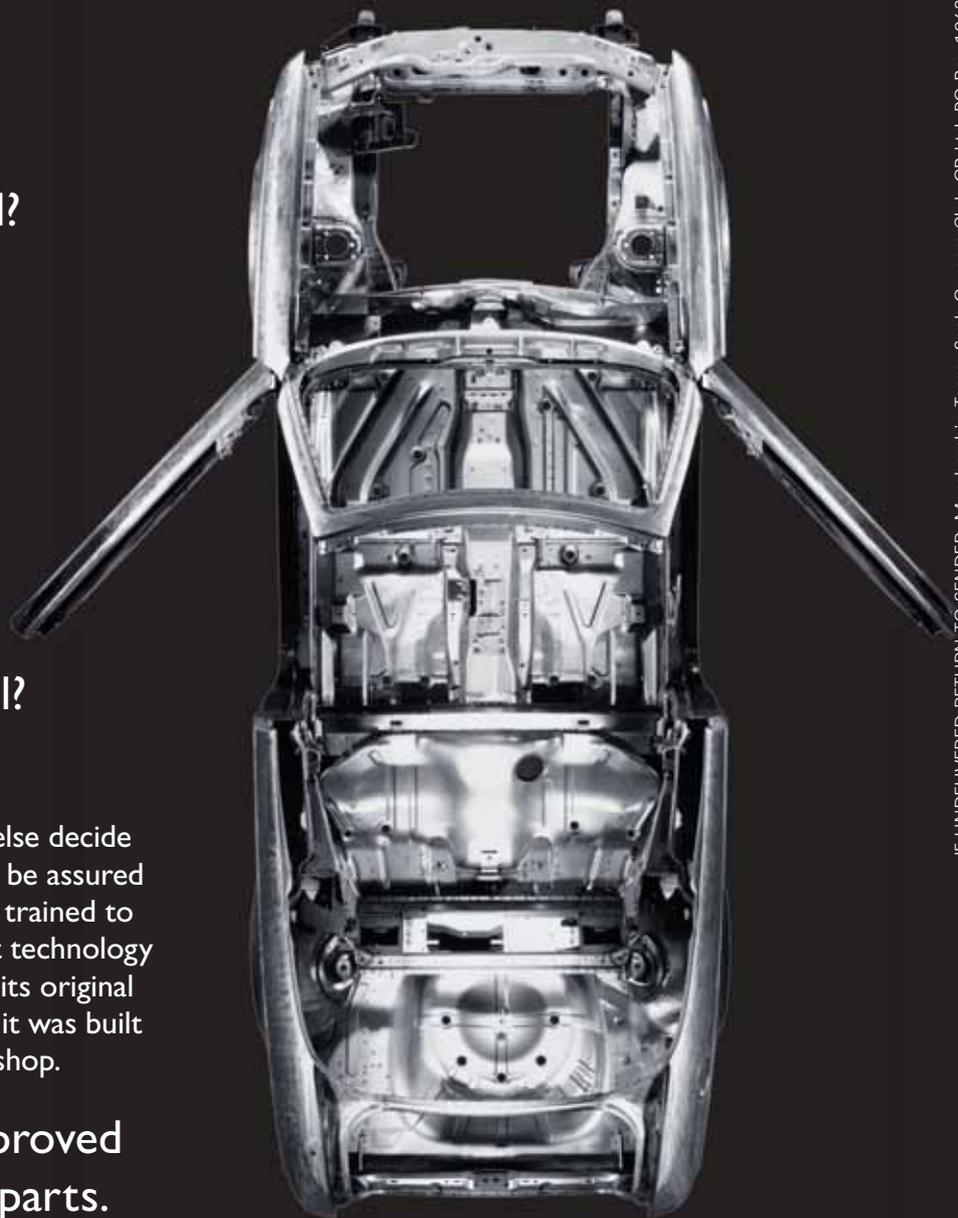
# If you can't tell what type of metal it is you can't weld it correctly.

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- Dual phase steel?
- Press hardened steel?
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- Isotropic steel?
- Carbon-manganese steel?

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