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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

SAAB NEWS

London Show Highlights

THE NATIONAL 2008

A Personal View from Rob and
Carolyn Leach

PEAKS AND DALES RALLY

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FRONT COVER: A distinctive line up at the National.

Please state your Membership Number on all correspondence

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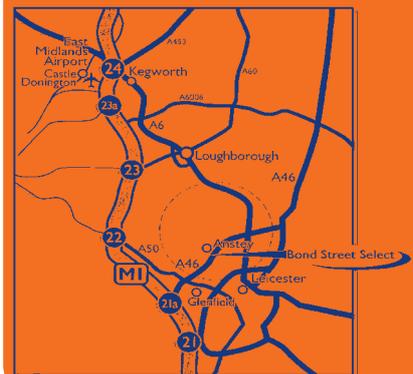
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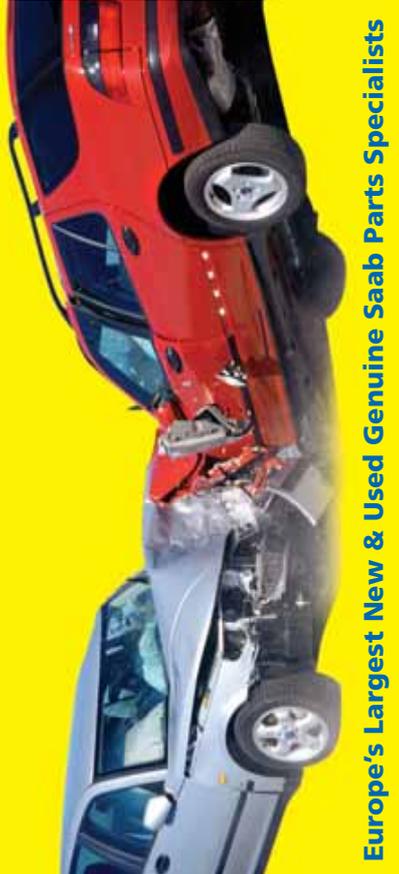



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Please quote your Membership Number on ALL correspondence

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Register articles to respective Registrars (See individual Register Pages)

Classified Advertisements
– see details on page 60

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DEADLINE DATES FOR CONTRIBUTORS

Nov/Dec 2008 ISSUE: 19th Sept 2008

Jan/Feb 2009 ISSUE: 21st Nov 2008

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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CLUB VALUATION SCHEME

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

Ken Dover
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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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Writing this column at the end of July the newspapers and media are talking of recession with falling house prices and rising food costs. Just this week the price of gas has rocketed and the proposed increase in Vehicle Excise Duty on some vehicles set to double in 2010. This increase will affect certain Saab models and could reduce the value of the car when trying to sell. As there is not a lot of choice, it's a case of 'bite the bullet' and pay up.

With doom and gloom apparently on the horizon, to cheer myself up I look back and take stock of the good things that have occurred recently. A great time was had on the 'Peaks and Dales' tour – wonderful scenery, some interesting roads and a ride on a steam train. With favourable weather, plenty of Saabs and very good company, what more could you ask for.

David Pugh, the Marketing Director Saab GB, attended the board meeting in June to discuss how Saab GB and the Club could work together on 'common ground'. Many ideas and suggestions were discussed and it was agreed to have further meetings when firm proposals will be debated.

The recent membership drive, where 4000+ owners of Saabs received letters inviting them to join the Club, has met with a slow response with only a few new Members being recruited. Current membership appears to be static in line with many other car clubs.

The one-day format for the National Rally seemed to be popular with Members. The 'Lancashire Legends' rally held at the end of July was blessed with good weather and saw 120+ cars taking part in the Best Car Competition. Over 220 day visitors attended and approximately 40 caravan/tents booked in for the weekend. A relaxed and friendly atmosphere was created and enjoyed by all who attended.

With the AGM in October and my three-year period as Chairman coming to an end, I have decided not to stand for re-election. I have been a Director for 17 years and have enjoyed being involved in the day-to-day running of the Club, but the time has come for new ideas and enthusiasm from younger people to take the Club forward and face new challenges. I have been a Member of the Club for over 40 years and back in the 60s it was exciting and fun to own and drive a 'quirky' Swedish car – the Saab. The Club was small but the spirit of the Club was one of friendship and the love of the Saab motor car. That spirit exists today and will no doubt continue for many years to come.

I look forward to attending many future events – hopefully in the 92b – but I believe I may have said that before!

Safe driving

Peter Turner

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Offers apply to Sat 15th/Sun 16th November 2008 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. For comparison, the on-the-door prices for 15th/16th November 2008 are: Adults £17.00 and Family £45.00. **Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!** Classic Motor Show tickets allow FREE entry into the MPH Show (excludes live action theatre) All bookings are subject to a single transaction fee. All information is correct at time of publishing.



LONDON SHOW HIGHLIGHTS

Concept cars

Saab's much talked about concept cars, were presented for the first time in the UK at the British International Motorshow. The Saab 9-4X BioPower and the Saab 9-X BioHybrid signal Saab's commitment to expanding its product portfolio. Both concepts share distinctive Scandinavian styling themes and feature further developments in Saab's technological lead in combining turbocharging with Saab BioPower.

Saab's full UK model range was also on display, including the most recent addition to the line-up, the 9-3 2.0T XWD with 210hp.

Saab 9-4X

Signalling Saab's intention to enter the global Crossover vehicle segment, the Saab 9-4X BioPower Concept is designed to appeal to environmentally-aware customers with outdoor leisure interests who seek a vehicle that combines practicality with a sporty driving experience.

An expressive vision of what a future compact car from Saab could look like, the Saab 9-X BioHybrid majors on progressive design, efficient performance and 'high-tech' features that typically appeal to youthful buyers.

Production cars

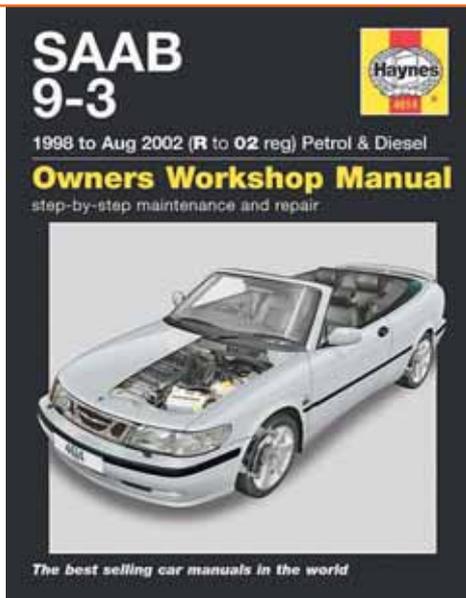
Saab XWD is given a broader appeal – teamed with 2.0 litre turbo engine. The Model Year 2009 Saab 9-3 Saloon and SportWagon line-up now features XWD as an option for 210hp, 2.0-litre turbo Aero models, in addition to the top-of-the-range



Aero 280hp, 2.8V6 turbo engine where XWD is fitted as standard. Featuring new generation, active control to help the driver even better deploy the considerable performance on offer, the innovative XWD system now leverages the benefits of Saab's smaller, 2.0-litre turbo engine. A rear eLSD (electronic limited slip differential) and a XWD-specific sports chassis is standard with all Aero XWD models.

The new Saab 9-5 Turbo Edition

The 9-5 Turbo Edition features a number of added extras as standard. It makes use of Saab's fuel efficient turbocharged engine range, giving drivers the benefit of a larger engine without the usual drawbacks of extra weight, bulk and higher fuel consumption. There are two specifications available – the 9-5 Turbo Edition and the top-of-the-range 9-5 Aero Turbo Edition. The 9-5 Turbo Edition includes additional features such as Leather Sport seats, 17" alloys, electric driver's seat and heated front and rear seats. The 9-5 Aero Turbo Edition expands on the theme by adding DVD Satellite Navigation, Bi-xenon headlights, Harman/Kardon audio system, Six-disc CD autochanger and Dual Electric seats to the comprehensive list of equipment.



Haynes launches 9-3 Manual

The Saab 9-3 was introduced in the UK in March 1998, as a replacement for the 900. The second generation 9-3 was introduced in October 2002 and superseded in September 2007. It is based on the General Motors Epsilon platform, also shared by the Vauxhall Vectra, and available as a 4-door Saloon, 5-door Estate, or 2-door Convertible.

Mainstream engines are the 2.0 litre turbo petrol (badged as 1.8t, 2.0t and 2.0T signifying different power outputs), and the diesel engine which is a 1.9 litre turbo developed in conjunction with Fiat, with whom GM had links at the time. The 2.0T petrol engine produces 154kW – that's 200 horsepower in old money and even the lowest-powered diesel produces 88 kW (114bhp).

This is a high-performing car with equipment levels to match. So what's the catch? Higher than average servicing costs if you stick to the dealer network, though there are plenty of independent specialists who will charge less than two-thirds of the dealer's labour rate. Further good news is that a Haynes Owners Workshop Manual for the range has just been published, so even if you don't plan to get the spanners out yourself, you can check that the independent mechanic is doing the job 'by the book'.

For the home mechanic, the Saab 9-3 is a relatively straightforward vehicle to maintain and repair, since design features have been incorporated to reduce the actual cost of ownership to a minimum, and most of the items requiring frequent attention are easily accessible. The Haynes recommended maintenance schedules emphasise the importance of frequent engine oil and filter changes for long life and reliability, and (in the case of the diesels) suggest renewing the timing belt a little earlier than at the intervals prescribed by the manufacturer.

There are sections on daily, weekly and routine maintenance plus instructions for straightforward jobs such as wiper blade replacement. Also included is advice on preparing for the MOT test, fault-finding charts and useful guidance for driving economically. For example – even something as simple as under-inflated tyres can cost you several pounds on each tankful of fuel. It's worth bearing in mind that whatever make of car you drive, it will use less fuel (and be less polluting) if it is properly maintained!

As with all the Haynes manuals, the new Saab 9-3 Petrol and Diesel Owner's Workshop Manual (1998 – August 2008) R to 02,

was written and illustrated following the complete stripdown and re-assembly of a car.

There are sections on:

- Maintenance – simple weekly checks to keep you on the road
- Servicing – complete, fully illustrated step-by-step guides
- Fault-finding – information helping you to pinpoint specific problems easily
- Brakes – safety checks and repairs for the home mechanic
- Haynes Tips – short cuts to make many tasks easier.

Haynes Manuals retail at £18.99 (hardback) and are available from www.haynes.co.uk or from all good automotive accessory retailers and bookshops including Halfords and Motor World.

We've got six Haynes 9-3 manuals to give away, see page 62 for details - Ed.

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AA response to updated roads programme

The AA welcomed the fact that Government was making progress with its future plans to tackle road congestion, but pointed out that a majority of motorists still need to be convinced of the benefits of paying to use additional motorway lanes.

Transport Secretary Ruth Kelly announced an update of the roads programme looking forward to 2014 (£6bn worth of funding) and published the Command Paper 'Roads – Delivering Choice and Reliability' setting out more detailed plans to tackle congestion, both on strategic routes and in our towns and cities.

In essence it takes forward her speech of 4 March when she talked about 'better managed motorways and more funding to tackle urban congestion'.

Commenting, Edmund King, AA President, said: "The AA is pleased that progress is being made on the roads and we look forward to studying the detail.

"We need a host of improvements to combat congestion. We reiterate our view that safety must be paramount when it comes to hard shoulder running and that we need to see adequate safe havens and overhead gantries. The M42 scheme worked well as much attention was paid to detail and the safety of drivers.

"Hard shoulder running is not a panacea for all our motorway congestion problems and we still believe that some motorways should be widened as this brings greater capacity and safety benefits."

He added: "Our AA Populus panel shows that a majority of motorists oppose charging a fee for single occupant cars on HOV lanes or indeed charging for new motorway construction. If these schemes are to go ahead the Government must convince motorists of the benefits in terms of reduced

congestion and improved reliability. If motorists are not convinced, these schemes will be seen as yet another tax.

"In terms of local congestion charging schemes we believe that the local population should decide whether such schemes should go ahead."

The AA/Populus panel of 17,500 members were asked their views on High Occupancy Toll (HOT) and High Occupancy Vehicle (HOV) lanes back in April 2008.

'New high occupancy vehicle lanes should allow people driving on their own to use them for a fee that varies according to the level of traffic congestion – perhaps £5?'

- Support 23%
- Neither support nor oppose 17%
- Oppose 58%
- Don't know 2%

'New motorway lanes and roads should be built and those who use them should pay tolls to pay for their construction?'

- Support 31%
- Neither support nor oppose 14%
- Oppose 53%
- Don't know 2%

IAM warns motorists of new French Traffic Law

With an expected nine million passengers due to cross the channel by car this year, the IAM (Institute of Advanced Motorists) is warning motorists of a new piece of French legislation. From 1 July 2008, it is compulsory to have a reflective jacket on board a vehicle with four wheels or more.

Neil Greig, Director of the IAM Motoring Trust, said: "This new legislation means any person planning to drive in France must carry a reflective jacket. It's worth investing in one, before you leave, to

ensure you don't end up with a nasty fine when you're on holiday. It would be a shame to get your collar felt for the lack of a legal jacket.

In an emergency, the jacket must be easily accessible by the driver and must be put on before leaving the car, day or night, regardless of visibility. As of 1 October 2008, any person found not complying will face a 135 euro fine (90 euro if paid early).

Mr Greig added: "People tend to go into

'holiday mode' when away and don't expect to break down or be involved in an accident. But, research shows you're actually three times more likely to be involved in an accident when abroad. Being fully prepared will really help take some of the stress out of a bad situation."

This week the IAM has prepared some simple tips to help you understand what it is a motorist needs to know whilst driving abroad, for more information visit

www.iam.org.uk



Save pounds at the pump

As soaring fuel prices continue to hit the headlines, motorists cannot fail to be interested in ways to get the most miles out of every tank of petrol.

Regardless of your choice of vehicle, there are techniques you can use to save fuel and at the same time minimise your impact on the environment. These techniques are part of the IAM (Institute of Advanced Motorists) course, which has delivered eco-benefits through fuel efficiency methods since the IAM was established in 1956.

Ask yourself: "Do I really need to drive?" Short journeys that are generally less than two miles cause the most pollution and are inefficient in terms of fuel consumption. A straining cold engine will produce 60 per cent more pollution than a warm one. Walk or cycle where possible instead.

Plan your route: Take the most direct route and go at off-peak times if possible to save fuel and time. Sitting in congestion means you are often doing zero miles per litre. Consider car sharing, Park and Ride schemes or public transport.

Have your vehicle serviced regularly: Inefficient, under-serviced engines can reduce fuel economy by 10 per cent or more. Catalytic converters are environmentally friendly – but only if they are properly maintained.

Check your tyres: Correct tyre pressures reduce wear and helps fuel economy. Under-inflated tyres need replacing more often (itself an environmental problem) as well as being dangerous. Make a point of checking them at least once a week.

Obey the speed limits: Try to 'feather' the throttle when you reach your cruising speed. Doing 56mph uses 25 per cent less fuel than 70mph and a smoother driving style can bring significant fuel saving.

Reduce the drag factor: Remove roof racks and carriers when they're not in use as well as unnecessary boot luggage and heavy accessories. Driving with the window open and using air conditioning increases drag and lowers fuel economy, so use the vent settings instead.

Buy green fuel: And use less of it. If you get stuck in traffic, switch off the engine. Find out if you can buy low sulphur diesel (city diesel) or cleaner petrol (low sulphur/aromatics) locally.

Use 'accelerator' sense: Save fuel by planning ahead and reading the traffic in advance to gently join a queue rather than braking suddenly as you hit traffic.

Reverse when you park: The engine will be cold and at its most fuel inefficient when you start it. If you can drive away without having to reverse when the engine is cold, you will save fuel and have better visibility.

Watch your levels: If you fill your fuel tank up to the brim, you may be carrying around additional fuel which in turn means that you have more weight on board than is necessary and this will itself reduce fuel efficiency.

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NOTICEBOARD

INTERNATIONAL SAAB-MEETING NORTHERN BAVARIA

This year, 2008, we are very proud to celebrate the 30th Birthday of our Club, 'Saab-Freunde Erftkreis'.

Our colleagues in Bamberg have already organised three meetings that have attracted Saab enthusiasts from across Europe. This year we would like to widen our invitation.

We are pleased to invite you to the 4th International Saab-Meeting on Saturday and Sunday, 1-2 November 2008. This will take place in 'Frankonia' (northern Bavaria) in the 'world heritage city' of Bamberg. It is centred on the local dealership 'Saab-center Bamberg' and the 'Schraubverbindung' – a mecca for fans of classic cars, historic motorsport and all those 'with petrol in their veins'.

We have arranged an interesting programme for the two days including accommodation and some meals.

We hope that our meeting agenda is of interest to you and would truly appreciate your attendance and involvement.

We are very excited to offer you a specifically exciting and diversified event. The Saab-trip through the region around Bamberg will be a touristic round trip with roadbook without time rating. You will cover a distance of approximately 130km; there will be no need for additional street maps.

The price for the entire weekend will be **85€ per person**. The amount includes the fee for the round trip, breaks, dinner and

lodging (one night) including breakfast at the hotel Sonnenblick in Schwabthal, single or double room.

Attending the event including round trip without dinner and lodging is possible. The fee will be **20€ per person**.

We like to invite all enthusiasts and all dedicated drivers of Saab (all models and ages) to our 4th International Saab-Meeting.

We would appreciate an early registration.

We will send out additional details about the programme and the schedule of the event, a route map including description to the starting point later.

IA Doris and Peter Braun
Saab-Freunde Erftkreis

We say thank you to our sponsors and supporters: Saab-Zentrum Bamberg - Steinhäuser Haustechnik, Schraubverbindung Bamberg - Modell-Lädla - Bamberger Oldtimerschmiede - Kai U. Kämpf.

The registration form can be downloaded at www.saabfreunde.de/Einladung%20-%20english.pdf or a paper copy can be obtained from Iain Hodcroft, 07976 314012.

Agenda (Programme):

Saturday 1 November 2008

- 9.00am Arrival at the Schraubverbindung Bamberg, Kirschäckerstr 7. Meet and greet, discussions, car inspection and nomination of the 'Saab-Star', the award for the best-tended Saab among the attendees.
- 10.30am Frankish lunch-break.
- 12.00pm Start of our round trip through the region 'Fränkische Schweiz' according to a roadbook with break in 'Vierzehnheiligen' (coffee and cake).
- 5.00pm Arrival at the hotel 'Sonnenblick' in Schwabthal, Bad Staffelstein.
Dinner and award ceremony.

Sunday 2 November 2008

- 9.00am Breakfast.
Socialising and/or individual departure.



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

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

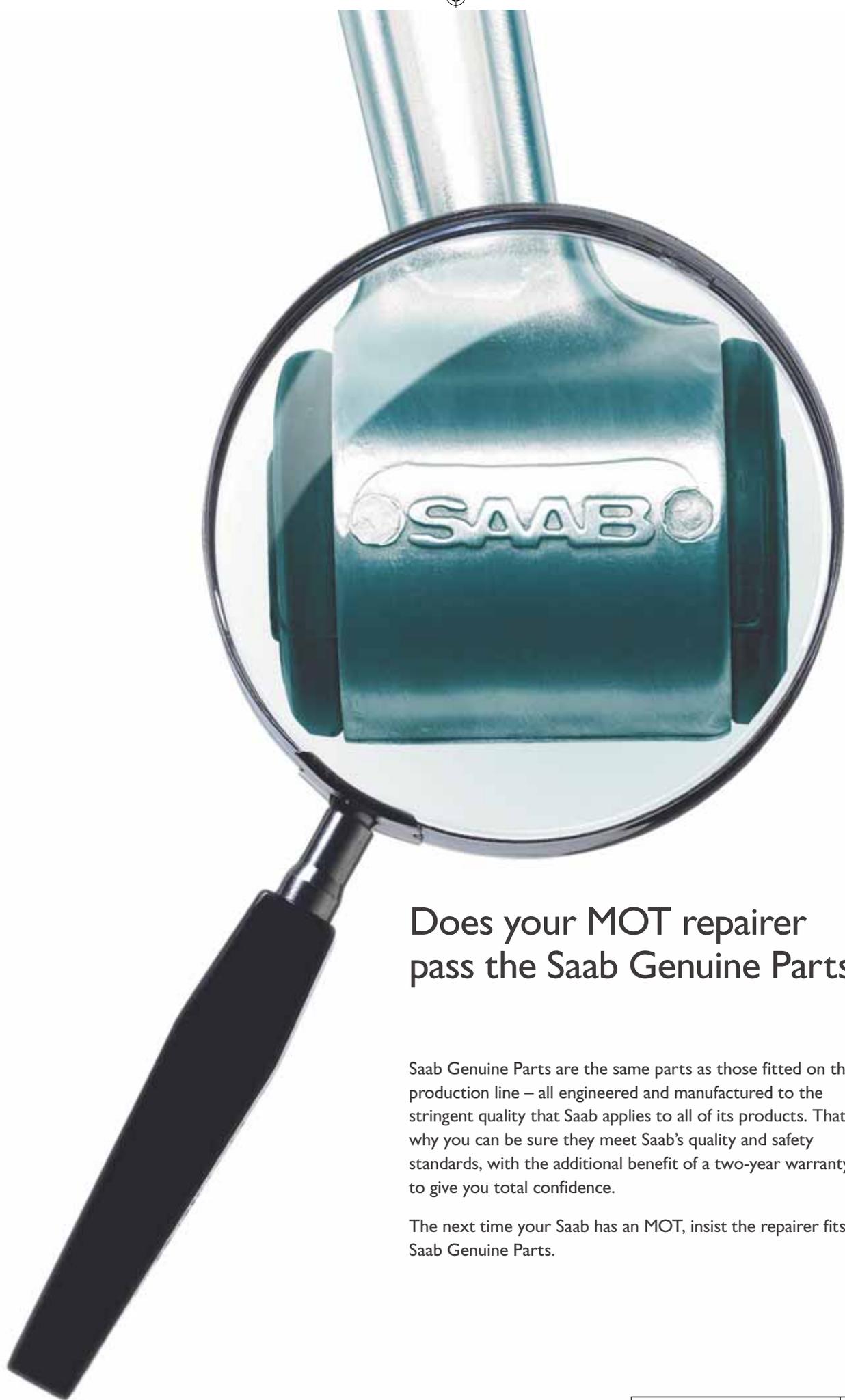
There is no supplement for single rooms, and there are a few family rooms. There is no charge for children, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted

rate, payable directly to the hotel – just let us know. Dogs with well-behaved owners are welcome too.

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

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

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Peaks and Dales 2008

Imagine a journey straight out of a TV commercial. Towering hillsides and plunging valleys with spectacular scenery to left and right. Put on some inspiring drive-time music and then add a group of twenty-four other cars and Saab fans travelling in convoy – well some of the time – and you've got the Peaks and Dales run 2008.

Those who had over-nighted at the starting post near Glossop were ready with tea and bright banter as I swung the V4 into the car park. Signing in was soon under way.

Mike and Veronica Doughty had set the course directions; first up and over Saddleworth Moor and Peniston, up to 580 metres then across toward Howden Reservoir before tumbling down into the Hope Valley, and on to the 'plague village' of Eyam for a late morning tea break.

Sounds perfect and it nearly was. I was navigating for Neil Thompson in his 95 V4 in its brand new two-pack spray-paint finish. I mean brand new as some of it seemed a bit wet still, and the thinner's vapour in the cabin was not what I wanted at 8.30am. Neil had been working late. Mechanically in top notch, he wanted it looking its sparkling best for the run. Shame we had a couple of heavy showers in the morning to take the gloss off, but by noon it was bright and sunny again, and stayed that way for the rest of the journey.

Led out of the pub tea-break car park by Adrian Mattison and Mike Crouch in their ever reliable 96V4, the assorted shapes and sizes of the Saab stable headed for some of the narrowest lanes and by-ways in the county. They were heading out for the Staffordshire Moorlands. I sat in the car park as Neil had gone butty hunting and was baking the bread, judging by the time it took. 'A late breakfast' he spluttered, as we dashed cross country to catch up time.

The route then climbed to Longstone Edge, into Sheldon, Monyash, and on to Hartington on a spectacular gated road with views to famous Dove Dale. The snake of cars enjoyed the sun, and the convertibles... well got converted!

Up hill and down dale with 70-odd miles on the clock through picturesque Tissington and then the navigators began getting instructions to watch for signs 'Warning – Fjord' ahead. Could this be a slip of the route master or the signwriter at Derbyshire County Council Highways department? Was there water on the route? Then there was the sign 'Fjord' – deep in the valley a broad stream provided a 50 feet ford with ample cobbling along its bottom to create a splash or two, some being less cautious than others.

Photo shoot completed we pressed on through the scenic Derbyshire Dales. Winster and then Matlock Bath led to the Peak Railway site at Rowsley where passengers swapped the latest in automotive power to go back to steam power. A dining carriage complete with luxury table settings was awaiting the thirsty travellers to enjoy cream teas on the hour-long journey to Matlock and back, hauled by a saddle tank engine from another era.

Now I have to make an admission here. After the ford, (the stream crossing, I mean – not the car we didn't mean to follow) I took over the driving and between Neil and me we got badly lost, couldn't reconnect with the route, and ended up making a

A line up for the shower at the Ford



"THEN THERE WAS THE SIGN 'FJORD' – DEEP IN THE VALLEY A BROAD STREAM PROVIDED A 50 FEET FORD WITH AMPLE COBBLING ALONG ITS BOTTOM TO CREATE A SPLASH OR TWO..."



Mike and Veronica Doughty check the cars out for stage 2



Assorted Saabs at the morning break

headlong dash to meet up with the train down track. Sorry to keep you all waiting folks!

Back in the cars, and determined to make amends, Neil took the bull by the horns and faultlessly navigated me back, past the Duke of Devonshire's Chatsworth Estate, alongside the Derwent Dams, over the Snake Pass and back into Glossop.

Arriving back at Windy Harbour, I am told drivers had clocked 130 miles of the most splendid driving in the North of England – me, Neil and the 96 had done a bit more!

Enquiring among the admirers, as the cars parked up, about which cars had been the head-turners on the day, it appeared it was the Stratstone Aero TTID and, apparently Neil's 96 Estate. Apparently there aren't too many about, although I think our antics on the day, like short cutting the route so we could record cars at the ford might have had something to with it! I thought the Red 9000 Turbo was a real looker too.

The bar at the hotel provided a place to share events of the day, before an excellent buffet meal, presentation of gifts to Mike and Veronica for the splendid route, brought proceedings to a close. "An excellent day," Peter Turner, Chairman, declared in the queue for buffet.

I think I saw Neil sneaking off into the night to get that last bit of paintwork finished.

Rod Leach



1st Class travel on Peak Rail



Cream teas on the train

Power Crazy New Member

Hello there, I am a new Club Member writing to say that my dad has owned Saabs most of his life and is Saab daft.

I have always loved the look of the Saab, but am scared to own one because of the cost of parts and servicing.

I took the plunge I bought the 9-5 Aero Estate and because I have two greyhounds and fancied something with a bit of power.

I was totally blown away with the power, it felt faster than my Ducati Monster 600cc.

My dad loved the Saab so much he bought one the same as mine, we are like two boys with new toys.

I read in an article about the Saab 9-5 that if they have high mileage you should drop the sump and clean the sludge out and put in new oil and filter – job done and what a difference thanks to Schonveville Saab, not cheap at £528.75, that included strip-off sub-frame/take gearbox out/remove sump/de-sludge + cleans/fit breather kit + stainer/rebuild + test/fit a/cs/fit window rollers.

One more thing – I would agree with Robin O’Conner that Saab’s quality is not as good as it used to be. My dad’s 900 ‘A’ Reg didn’t rust that bad and the same goes with his 9000.

My 9-5 2002 model has rust on the boot and had rust on the petrol cap not – cheap to replace.

If only Saab could sell the Saabs from the past I would be the first to put a deposit down.

Keep up the good work.

David Ross Nimmo

SAAB Genuine Parts

With reference to Alan’s letter about genuine parts in the ‘Driver’ magazine, we would very much like to fit them, please would you make some, particularly for V4s and 99s.

In ignoring parts supply for older models, you are missing out on a great opportunity for brand reinforcement.

Why not set up a web-based Saab Heritage Parts operation?

Great magazine again, many thanks.

Alistair Lawson

See the 90/99 Register on page 44 - Ed

Why Not Convertible Register?

I am confused by the new 9-3 Sports Saloon Register. I don’t really see the difference as I thought they were all ‘Sports Saloons’. I was wondering why you don’t have a Convertible Register which includes all models from the original to the present day.

Tom Levins

Alistair Philpott, the Clubs Registrar Co-ordinator, says: "It's quite simple really, we recently split the previous all-encompassing 9-3 Register in two, to distinguish between the original 9-3 model (hatchbacks and convertibles, from 1998-2002) from the current range of 9-3 Sport Saloon (as Saab refers to it) along with the Sportwagon and Convertible of the same model. The rationale being that the two models are completely different cars, sharing no common parts or heritage, and frequently with a different type of owner, so it seemed appropriate to cater for the two models individually. In the same way, we have separated the original 'Classic' 900 (1979-1993) from the 'GM' 900 (1994-1998). "Convertibles are catered for by the relevant model register."



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Saab Owners Club Insurance is administered by Chris Knott Insurance who is authorised and regulated by the Financial Services Authority

CLUBSHOP

I am sorry not to have been able to join you at Preston for the National and I hope you missed me! However, my very best friend needed me on a mercy mission and as unfortunately her time with us is very short, naturally she had to come first.

You will see from my special letter re: shop opening in the garden that we are hoping once again to welcome as many of you as are able and would like to join us, so don't forget the date.

Sales from the Shop have been much better of late so you must like the produce on offer – however, please feel free to make further suggestions for items that you would like to buy and I will try to get these for you.

During our discussions on Shop opening weekends, some of our local Members, along with Robert and I, have been hoping we might try once again to establish a Group in our area ie

Rutland and Cambridgeshire – to be called 'Rutland Saab' To that end we thought it might be a good idea to make a start by visiting a Jazz Club in Peterborough. The date for this is Friday, 14 November and Greg Abate will be performing at the Jazz Club at the Great Northern Hotel there. Doors open at 19.30 hours and the performance starts at 20.00 hours. Greg Abate is a famous Tenor and Soprano Saxophonist teaching in New York and undertaking various concert tours as well as making his own recordings. Saab-owning Jazz fans are welcome to join us. Tickets are £12.00 and car parking is free. Further information is available from either Susie & Brian Rodger – Tel: 01487 834655 or of course my number.

All for this time, Happy Shopping

Molly

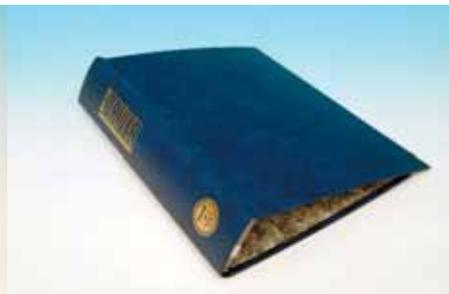
Special Letter from your Shopkeeper

We had a really enjoyable weekend when we opened the Shop in the Garden last month. The Saturday was wet so only a few people turned up, but we had time to chat and eat and drink.

On the Sunday the weather cleared up and we were able to sit in the garden and we forgot all about shop opening times!

Attached is a photograph of your shopkeeper – 'working hard'. Our friends, who have been on occasions previously, have asked 'when will you open the shop the next time'?

In response, Robert and I will open the summerhouse doors on 20-21 September at 10.00am to 4.00pm, as usual stay as long as you wish! So don't forget – make this a date for your diary and come and join us. Molly



Description	Order Code	Price	Description	Order Code	Price	Description	Order Code	Price
SOC Branded Goods – prices as shown			Car-shaped Lapel Badges – all at £2.50			T-Shirt (S, M, L, XL) (400) all at £13.00		
Car Mats (to order)	(12)	£36.50	95 in blue, green,			Polo Shirt (S, M, L, XL) (500) all at £17.00		
Grille badges	(22)	£14.50	red, orange	(120)		White/Navy Polo Shirts all at £17.00		
Windscreen Stickers	(21)	£1.00				ladies', (546) (14) (547) (16)		
Tax Disc Holder	(22)	£1.00				men's, (548) (M, L, XL)		
Red/Gold Pen	(50)	£2.50	Car-shaped Lapel Badges – all at £2.50			Sweatshirts (S, M, L, XL) (700) all at £18.00		
Pearl/Silver/Black Pen	(54)	£2.50	96 V4 in green, red,			Silk Ties in navy, maroon (663) £10.80		
Ballpoint Pen	(52)	£0.30	orange, white	(130)		Silk Ties Saab 96 in green		
Blue/Gold Pen	(53)	£2.50	99 in blue, red,			& blue (662 & 681) £6.80		
Mugs ('Driver')	(41)	£5.00	white, black	(140)		Tie New Design (684) £12.00		
Mugs (SOC)	(42)	£5.00	900 in white,			Bow Tie (685) £8.00		
Calculators	(54)	£3.50	green, red, silver	(150)		Scarves in red, sky blue,		
'Driver' Binder	(62)	£6.50				mid-blue (670) £9.60		
Saab DVD	(878)	£17.50	Key Fobs – all at £3.00			Ladies' Scarves (671) £16.00		
			SOC	(201)		Men's Scarves (672) £15.00		
			Saab plain black enamel on			Emergency overalls (81) £6.50		
			chrome, black leather	(206)		Safety vests (M, L, XL) (875) £7.00		
Lapel Badges – all at N062 £2.50			Car-shaped Fobs – all at £3.00			Baseball caps (Black & Navy) (791/2) £9.50		
SOC	(101)		For 95, 96V4, 99 and 900 in various colours			Saab Models £7.50 + £12.50		
Saab Scania enamel	(102)							
Saab Scania resin	(103)							
Saab – green	(105)							
SOC Cloth Badge 3" dia	(191)		Clothing					
Saab Lapel Badge	(109)		All T-shirts and polo shirts have either the Club logo					
			or Saab 'Driver' logo – please ask.					

Your suggestions are invited for items you would like to buy from your shop

The shop has a new selection of Fleeeces with the Saab logo on the sleeves. Sizes M, XL and XXL only – price £10.00 each plus postage £2.50. Also picnic blankets Price £5.00 each plus postage £2.50.

Code	Description	Colour	Size	Model	Year	Quantity	Price

Please use a separate piece of paper if you don't wish to spoil your 'Driver' – remember to incorporate all relevant information.

Name: _____ SOC No: _____

Address: _____

Postcode: _____

Tel: _____ Date: _____

Please state method of payment (delete as applicable): Cheque/Visa/Mastercard/ Eurocard/Postal Order/Sterling Travellers Cheques. Please do not staple cheques to order form. Due to bank charges we are unable to accept credit card payments for less than £10.00.

For Credit Card Payment please complete the following:

Cardholder's Name: _____

Card Number:

Date of issue: _____ Date of Expiry: _____ Signature: _____

Total Cost £ _____

Cardholder's Billing address inc Postcode

Delivery address if different from above

Postage and Packaging: Items £5.00 and under 75p – Items over £5.00 £2.50

For correspondence please include a SAE – Include your Membership No with all orders – Cheque/PO payable to SAAB OWNERS CLUB OF GREAT BRITAIN Ltd



The 'Passion Wagon's' European Road Trip

Day 1: Wednesday, 13 February Elaine and I loaded up the 9-5 Estate (affectionately known as the 'Passion Wagon'), and at 14.30hrs with 179,977 miles showing on the clock we left Bolton heading south to El Campello, Spain on the start of the 'Passion Wagon's European Road Trip'.

There were two good reasons for the trip. Firstly a driving holiday that we had always said we'd do, and secondly visit my parents in Alicante to bring back a little Dachshund bitch that we rescued last August when we were on holiday that had suffered a really bad injury to one of her hind legs.

The mileometer clocked 180,000 miles as we sped along the M56 passed Manchester airport. As we merged with the M6 traffic started to slow down, but we made steady progress towards Birmingham. I then made a fatal error of judgement. Instead of turning off the M6 onto the M5 I continued further down the M6 and onto the M42. This was starting to become a torture session as the motorway was just like National Car Parks and our speed was reduced to nothing more than a crawl due to the road works and contraflow system in place. Traffic was that bad we had only just made Warwick services by 17.30hrs.

The journey improved along the M40 and even better on the A34 from Oxford. At this point I had a little plan that I hadn't told Elaine about, and as we neared the A34/M4 junction I turned off and entered the village of Hermitage. Elaine's eyes lit up as she realised I was heading in the direction of her son's house, as she knew it would be the last time she saw him and his family (which included her new grandson) before they moved to Germany. After an hour or so we set off again and made great progress arriving in Portsmouth at 21.00hrs ready for a 23.00hr sailing.

We were sailing with LD Lines and as we entered the terminal we were greeted by a young lad (late teens/early 20s) with "hello Ian and Elaine hope you've had a good journey". It's not very often you get a pleasant greeting, and especially not off the younger generation. Well done to LD Lines for their customer service.

The channel crossing was uneventful, a few drinks whilst standing in the cold on the upper deck looking at all the Royal Naval ships in harbour and reminiscing about years gone by during my naval service and pointing out various places in the

dockyard where I used to work. Those were the days. Upon leaving harbour it was time to retire to the cabin for the night.

Day 2: We arrived in Le Havre at 08.00hrs on the 14 February (Valentine's Day). In France on Valentine's Day, I hope Elaine wasn't expecting anything special! We couldn't see much as it seemed like most of northern France was covered in fog. But we eventually made it out of Le Havre and onto the motorway. For rush hour the roads were fairly clear, even if the weather wasn't, and following the Sat Nav (which was later to be known as Barmy Betty) we made it onto the A10/E05 heading towards Paris.

Then we hit a slight problem. I had Barmy Betty selected on shortest route and not quickest, so part way down the motorway she told us to turn off, which we did and found ourselves on the D191 at Epone stuck behind a slow-moving wagon on a single track road and not able to pass. As it happened, it turned out to be a bit of a blessing in disguise as we saw more of the surrounding area than we would have. In some of the villages time seemed to have stood still. We wouldn't have been at all surprised if Sean Bean walked around the corner dressed as his character from the TV series 'Sharp'.

We rejoined the A10/E05 just north of Orleans heading south towards Toulouse. The motorway was nearly deserted, which was a far cry from the British road system, and we hardly saw another vehicle for long stretches of the journey. 700 miles after leaving Bolton and we were entering the Lot Valley region of the Midi Pyrenees. A little further on and we entered Rocamadour, a small village that seemed void of life. Not a soul was around. Had they heard we were coming and locked themselves away? Not knowing where our lodgings were we followed Barmy Betty down a series of country lanes and to our amazement she took us right up to the front door. With it being Valentine's Day I had pre-booked the night in a small chateau. The Chateau Les Vieilles Tours was a gem of a place and was once owned by the French Royal Family (before the revolution of course) as a falconry lodge. The evening was tranquil with a superb meal and a few bottles of the local wine set in the most gorgeous surroundings, except for one small part of it when the French sent out one of their jet fighters to give



us a fly past. Personally I think they were spying on the Passion Wagon as we'd only seen one other Saab since arriving in France.

After a good night's sleep and a typical continental breakfast we hit the road again. We left Rocamadour via the scenic route and took to the country roads for a good hour or so to take in the local surroundings before heading for the A20 motorway to Toulouse. The only build-up in traffic was on the outskirts of Toulouse itself, so we headed for the A66 down towards the southern tip of Andorra and on into the Pyrenees.

The scenery was spectacular and for the time of year there was hardly any snow around. There were a lot of skiers all heading for the upper slopes, as the only snow visible was high on the peaks of the mountains. Taking our time through the mountains stopping every now and again, we made steady progress to the Spanish border. All the time Elaine was taking photograph after photograph from the passenger seat as we drove along the road. We entered Spain at the little village of Puigcerda in mid-afternoon. From there the roads changed and you could tell you were in Spain. Gone were the well tarmacked roads, to be replaced with typical Spanish B roads. The B420 was long and twisty that was good for putting your foot down and throwing the car round the corners. That is until Elaine told me in no uncertain terms to slow down (spoil sport). It was around 17.00hrs when we eventually arrived in the mountain town of Cardona. We had no trouble finding our hotel as I'd booked us into the Parador Cardona, a medieval castle perched on top of the biggest hill overlooking the town. The castle didn't let us down from what we saw on the Internet when booking the accommodation. You could tell it was state run as it was more commercialised than we expected. But after another good meal and a few bottles of wine it was time to retire to the bar for the evening.

Day 3: Found us on the last leg of our journey south, Cardona to El Campello, a small town in between Alicante and Benidorm. Heading towards Barcelona through the mountain mist we eventually pulled onto the Auto via Del Mediterraneo, the coastal motorway that runs the full length of southern Spain. This was a very uneventful part of the journey that took us past Barcelona, Valencia and Benidorm. The only interesting part was playing cat and mouse with two 4x4s for about a hundred miles before leaving them shrinking in the rear view mirror. The best part about it was there were no roadworks at all along the whole length of the road so we could put our foot down without any hold-ups. By mid-afternoon we arrived at my parents and were reunited with Lucy after covering 1,340 miles. We couldn't believe she was the same dog that we left six months previously. You wouldn't have thought she'd suffered a near crippling injury. The vet had done a

marvellous job. It was also time for a few beers and to catch up on the local gossip with my parents.

Days 4-7: Spent in and around El Campello and Alicante just chilling out and relaxing. It also gave me the opportunity to give the car a really good clean (first one of the year. Out came all the cleaning products – AutoGlym and Meguiar's. Washed, waxed and polished and the car looked nearly new. One of the Spanish gardeners was laughing every time he passed and said it would rain. Over night it did and the car looked like I had never touched it with all the sand that was deposited by the rain collected from the Sahara en-route over the Mediterranean.

Day 8: Saw us driving just north of Benidorm to the Halon (Xalon) Valley. This is a great region if you like wine. The vineyards stretch as far as the eye can see and all the wine makers have merged together to become one big co-operative. We stopped for coffee prior to entering the Bodega (Spanish equivalent to our off licence). But these have a bit of a difference; you can sample the various wines before you buy. Saying that you don't have to buy and can have as many samples as you want. It's a very, very cheap way of getting drunk! Most of the wines in the Bodega are still in huge vats and if you want you can fill your own 1ltr, 2ltr or 5ltr bottles. I won't mention the amount we put in the back of the 'Passion Wagon' but suffice to say it will last along time. In the 12 years or so that we have been going there the company has never exported – until now. They along with the rest of Spain are now joining the 21st century and exportation has started, but on a small scale only to local areas around the Valencian region. Maybe one day internationally, but we live in hope.

Day 9: This was it, the big push home, but first we had to take Lucy to the vets for her final inoculations and to get her dog passport stamped. We had taken her to the various haunts that she was used to so the local ex-pats could say their goodbyes the previous day. Jose (the vet) welcomed us and gave Lucy the once over and her jabs and we were ready to head north. 181,359 miles on the clock (but who was counting?) and we set off with a car full of wine and two extra passengers, Lucy of course and my father who was scrounging a lift back to Blighty. We headed north up the Auto via Del Mediterraneo to Valencia with blue skies overhead and the sun beating down, before turning off onto the N234. Now here was a pleasant surprise, the old road that I knew had been redone and was now a two-lane motorway, the A15 Auto Pista De Navara, which made our progress even better towards Zaragoza. The Spanish have made good use of the European monitory funding by redoing all the major roads in the area.



We passed Zaragoza and proceeded north until we reached Pamplona. This is where they hold the famous festival of San Fermin; the famous bull runs through the town at 8.00am each year beginning on the 7 July. As we entered the outskirts of Pamplona we followed the signs for the N135 heading into the Pyrenees. This route took us into a more northern section of the Pyrenees than our south-bound journey. The scenery was even more spectacular and the roads far better than I expected, with some great hairpin bends and viewing points for you to pull over and admire the views.

As evening drew in, we stopped at the guest house Turismo Rural Don Jaureque de Burguete in Auritz-Burguete. The only problem was there was no food served and no restaurants in the village. Luckily though, two miles down the road was a bar that served food. Inside were a group of six hikers from different countries having a drink. They soon left and we were ushered to a table set for eight people. As we waited for a menu to appear the six hikers came back and joined us. We were still waiting for the menu to arrive when a bowl of potato soup was placed in front of us. It must have been the look on our faces that said a thousand words. One of them asked us if we also were having the 'Pilgrims food'. It turned out these people were on a Christian pilgrimage across the Pyrenees and Northern Spain heading to Santiago de Compostela. One having set off from Italy some weeks earlier. It was an experience.

Day 10: Saw us leave Spain and the Pyrenees and head north through France on the D933, before joining the D932. We eventually found our way to the A63 motorway only for Barmy Betty to kick in again. As we neared Bordeaux she took us onto the A630 straight into the heart of Bordeaux during rush hour. 30 minutes later and we were back on track and making up for lost time. A10 then A83 towards Nantes and a very close encounter with the law. Bearing in mind the speed limit on the French motorways is 110km/h in the wet and 130km/h in the dry. Well it was baking hot and I was doing 130 past a Gendarme with a speed gun, only problem was I was doing it in mph not km/h. He just watched as we sped by at over 200km/h and luckily for us he didn't give chase.

Once past Nantes it was on towards Rennes on the A84. Barmy Betty struck yet again, but this time it was to devastating effect. Not knowing the route to Le Havre we were relying on Barmy Betty. Time was pressing and we came off the motorway on to the E05, a single track road. The time that we should have been at the ferry terminal was closing in fast and we still hadn't seen a sign for Le Havre. I had a distinct feeling we were lost, even though we were using the sat nav. I finally pulled over at a petrol station and bought a road map and asked the cashier to point out where we were. We were in Lesse on the west side of Normandy, some 120 miles away from Le Havre and only 40 minutes before the ferry departed. Barmy Betty was taking us in the wrong direction. A

quick phone call and we were re-booked on the following day's ferry. We then had a leisurely drive through Carentan before stopping at a hotel in Bayeux.

Day 11: And yet more problems. The day started with us having to get Lucy's inoculations redone as they were due to run out at 11.00am. There was a vets next to the motel so at 9.00am she was re-inoculated. As we weren't sailing until 17.00hrs we had time on our hands so decided to take a look at the D-Day beaches. We headed to Omaha (one of the US beachheads) and drove down the beach front stopping and reading every plaque and monument. From there it was a very sombre and humbling visit to the US military cemetery at Colleville. This site is awesome and mind blowing at the same time, a very emotional place to go. Gold beach (British beachhead) on the other hand had little to see but worth the visit. It was soon time to head for the ferry, and we got there at 15.00hrs only to be told that we couldn't board due to Lucy's inoculations not being correct – a DEFRA ruling that the inoculations only take effect after 24hours, as we had Lucy redone at 9.00am that morning we couldn't enter Britain until 9.00am the following day at the earliest. After much shouting and arguing, we had to admit we were stuck for yet another 24hours so we were yet again re-booked on the following day's ferry. We headed back out of Le Havre and headed for Lisieux to find another hotel and somewhere to eat. As luck would have it that evening we were in the hotel restaurant with another couple of bottles of wine watching England beat France in Paris during the rugby union Six Nations tournament.

Day 12: We decided that we would drive up to Caen and have a look at Sword and Juno beaches. Again there was not a lot to see. You could tell which the bigger tourist attractions were (if that's the right phrase) as everything to do with the Americans was kept spotless with loads of information, whereas the British and Canadian beaches were really a sorry state of affairs in comparison. At Juno beach we met a group of Canadians including three D-Day veterans standing by an old German machine gun post. We listened to them for ages before finally shaking their hands and returning back to Le Havre. This time we were allowed onto the ferry and we were finally heading home after being stuck in Normandy for 48 hours.

A smooth crossing terminated back in Portsmouth at 21.25hrs. A steady drive north and we finally made it home at 1.30am all tired and weary. 183,012 on the clock, we had covered a total of 3,035 miles, spent £120.00 on French and Spanish toll roads, had a few mini adventures and spent a total in excess of £2000, that looking back made the Passion Wagon's European Road Trip what it was. The car was superb throughout and with all the mileage covered no one ever complained of being uncomfortable. Would we do it again? You bet we would.

Ian Thomas

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40 years of the URUGUAY '19 CAPITALES

*Ricardo Joubanoba,
translation Charly Walmsley*



In February 1968, more than 40 years ago, a White 96 Saab opened the road and initiated the first edition of the most important road race of Uruguay, the '19 Capitale' Rally. This rally took place on the roads of the small south American country bordering Argentina and Brazil, joining in three legs the most important areas and cities. During all the editions from 1968 till 1981, many Saabs took part and nearly won, but victory was not to be.

As from 2004 it became a historic remake event, and the cars allowed are those similar to the ones that raced the original 19 Capiales. In the first two editions Carlos Quarta and Ricardo Duhart won in 2004 with a 1964 Bullnose Sport and in 2005 with a Longnose Sport.

This year, 28 February to 14 March the fifth edition of the '19 Capiales Historicas' took place, this time 2,700kms were

covered in the beautiful Uruguayan countryside, with three different and very hard legs.

For 2008, we put together a team of three Saab cars, the 204 of Angel Longo, who drove in the original early Rally with Saab also as you can see in the photo above. He was navigated by Gustavo Soberal in a 1965 Monte Carlo Sport. The 402 of Ricardo Joubanoba and Adolfo Chelle in a polar white 1967 V4, and the 420 of Charly and Linda Walmsley in a Red 1968 V4 who came from Argentina.

Montevideo, at the door of the Uruguayan Automobile Club was the start; next to the Saabs were 150 other cars, Uruguayans, Argentines, Brazilians, Paraguayans and Spaniards. We went off to the famous old 'El Pinar' race track where we did three laps at fixed speed. Later on and during the night in the rain we drove to the big tourist resort town of

IN THESE DIFFICULT TIMES WE NEARLY LEFT THE ROAD MANY TIMES, WATER AND MUD, WE OVERTOOK AN ALFA ROMEO WITH WINDSCREEN TROUBLE. LATER, THANKS TO THE ALUMINIUM SUMP PROTECTOR (COPIED FROM THE ORIGINALS) WE SAVED THE ISSUE WHEN WE HIT HARD ENTERING AN OLD SMALL BRIDGE FAR TOO FAST.

Punta del Este, where the event stopped till next morning.

Early morning we went over to our Saabs, filled with petrol and drove to the start next to the sea, here we were met by the local hero, Saab driver, Ramiro Balcarcel winner of the Argentine Gran Premio of 1962, we asked him to tell us once again about the 1971 race where his 'East African Safari' Saab was winning the 19 Captales by a large margin against the Ford Escorts and 2002 BMWs and in a violent jump the gearbox housing cracked, losing the oil and all hope of victory.

Heavy grey clouds for the start of the second leg of 700kms with heavy rain expected to make the gravel primes turn to slippery mud. In these difficult times we nearly left the road many times, we overtook an Alfa Romeo with windscreen trouble. Later, thanks to the aluminium sump protector (copied from the originals) we saved the day when we hit hard entering an old small bridge far too fast. All day was heavy rain, and we finally made it to the city of Rivera on the Brazilian border, all three Saabs still in the race, naturally.

Friday morning we started the northern Uruguayan leg, high temperatures, luckily these went dropping slowly helping our engines and some rivers overflowed eliminating some of the primes. After some 400kms of rough roads and high temperatures we arrived at Salto that is at the border with Argentina, at the end of the leg. Charly with temperature problems in his V4 and Longo this time with no problems (very strange) in 2007 he arrived with the engine badly damaged. Us with the car very muddy but intact, we were 18th, well up in the top of 160 cars.

We slept and next day was more of the same, wet and damp. We left Salto on our way to Colonia De Sacramento, old city founded by the Portuguese, difficult leg for us, we made mistakes and dropped to position 32. After this came some fast driving sections, we arrived at Colonia without a starter motor, Adolfo my navigator fixed it, one leg to go.

Sunday morning, rain again; our Saabs tired after 2000kms of mud and rain, get ready for the last leg. More earth roads, very fast driving, rain and mud, lots of this. In one of these primes coming out of a fast turn we found a Peugeot 404 planted across the road, thanks to our Saab we managed to avoid a nice 'prang'. Finally, tired, wet and very happy, after 2700kms we arrived at Montevideo, end of the race. All three Saab there.

Let me tell you there were a few cars 'flipped over' and quite a few 'shunts'. 'Grupo Saab Rioplatense' once again glad to hold the Saab flag flying high.

This article has been translated and edited, but we have tried to keep it as close to the original Ricardo wrote - Ed.

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Saab 90 Temp Gauge

I normally try to solve my own tech problems but could do with some help with this one please.

I've just put a 35,000 mile 1985 90 back on the road after a couple of years in storage. Running fine, but temperature gauge over-reads, and jumps higher when you put brake lights, indicators, interior lights, or heated rear screen on. If you hold brakes on and switch ignition off the gauge sometimes continues to read, or even goes up instead of down to off! Doesn't seem to be effected by fan or wipers.

I've tried a different gauge – just the same, tried cleaning up engine temperature sensor connector, any earth points I could find but no better. Somehow the gauge is picking up current from these other items somewhere, but can't find where.

Stuart Payne

99/90 Registrar (so really should know the answer! - Richard)

This problem usually is caused by bad connections in the fuse box both with loose fuses making poor contact and various spade terminals that are loose/dirty/corroded. Remedy is to remove all the fuses, clean contacts, bend fuse retaining clips to increase tension on the fuse, carry out a similar process on any loose spade terminals including relay connections.

Cooling fan on the go

The car is a 1988 2.0t 9000. The problem is that the cooling fan appears to be running constantly. I purchased the car last December, 64,000 miles on the clock, two owners and in good condition with full service history.

The temperature gauge has always shown a low reading and I decided to replace the thermostat. It was following this that my friendly mechanic noticed that the fan was running all the time.

David Murdoch

The problem is the coolant temperature sensor is disconnected or faulty, fits in the cylinder head right next to the thermostat housing. If the sensor is not sending a value the fan defaults to 'on' in order to prevent overheating.

Battery for Classic 900

The battery on my 900 LPT Aero S Automatic three door, has recently failed after seven years. The old battery is a Varta, 562 14, 62AH, 250amp, costing £64 in March 2001. I knew then that the battery for the auto was a bit special in that it needed to be slimmer than the one fitted to the manual version. Old battery size is 155mm wide at the mid case, 248 mm long, and 205mm high. (Height not critical).

Seven years on, my local motor factor and Saab independent specialist are having difficulty in sourcing a battery, and I was interested to know if you could advise the current best option.

As it is an automatic and tow-starting is not an option, I want to fit the best option rather than a possibly underrated one that easily fits.

The Saab specialist did ring Saab and was told that a battery was available on back order, with no indication as to when it may come in, and was £121 + VAT. A bit rich!

Other than the battery, my 1992, 900, with 110,000 miles is going very well. A problem that occurred about 12 months ago, occasional failure to start, that I first thought to be a fuel ECU fault was found to be fuel pump burnt relay contact.

What a place to hide the relay!

... and battery finally sorted

After nearly a week looking, I found a battery to fit my Classic, 1992 900LPT Automatic at the fifth battery supplier.

The common problem was that the battery listed for the car was too wide and the heat shield fouled on the turbo outlet.

The battery I've used is a Bosch, S4 025, 60AH, 540amp cranking, 560 411 054, Silver type. The battery has a four-year guarantee. The list price is £90.18 + VAT, but at a local motorfactor it was £55.32 + VAT.

Hope this info may help others in the future.

Keith Vernon

Many thanks for the info, I have also had problems also with this.

SUMMERTECHTIP

STARTING PROBLEMS up to 2002 9-3, and all petrol 9-5 models

This problem is common and occurs after the car has been driven to normal operating temperature and is then stopped. It may then be impossible to start for up to an hour, it will then run OK. This can affect 2.2 diesel models also, it is caused by faulty crank position sensor which fits in the cylinder block at the front of the engine. May be an idea to replace this component if to avoid inconvenience as the part only costs about £60.00.



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WHAT'S ON

SEPTEMBER 2008

Tuesday 2nd West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at the junction A45/A452 just one mile from Birmingham airport. Meeting starts at 7.30pm, for more info contact us at wmwsoc@yahoo.co.uk

Wednesday 3rd Cheshire, North Shropshire and Staffordshire Saab

Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659 for more details.

Thursday 4th East Anglia Saab

Chequers Inn, Low Road, Diss, Norfolk, IP22 2AG at 7.30pm.

Sunday 7th Cheshire, North Shropshire and Staffordshire Saab

At this time of year the show season is nearing an end, and we will be at Cholmondley Castle. If you have not been to an event this year, why not attend this one? Please contact Chris Boffy Tel: 01270 624659 for more details.

East Anglia Saab

We are planning a run to the North Norfolk coast and a BBQ.

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. Call 01772 769015.

Sunday 21st Ebor Saab

Treasure Hunt
(Chris and Janet Greenwood).

Tuesday 23rd North West Saab

Brewery visit to Howard Town, Old Glossop 7.30pm – must book in advance.
Please contact Richard Elliott Tel: 01457 867878 or John Newby Tel: 0161 9299155.

Wednesday 24th South Yorkshire Saab

Natter & Noggin.

TBA Ebor Saab

York Historic Vehicles.

OCTOBER 2008

Wednesday 1st South West Saab

Please join us and Ellie Wilson for the first meeting on 1 October 2008 at The Airfield Tavern, Alvington Lane, Yeovil. The meeting will be on the first Wednesday of every month thereafter. Ellie hopes to get some light refreshments available (sandwiches etc). They will put a map on their website detailing how to get there. For more information and details about this new Group please contact Robin or Alex - robin@southwestsaab.co.uk alex@southwestsaab.co.uk

Cheshire, North Shropshire and Staffordshire Saab

Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659 for more details.

Saturday 4th Saab Owners Club

AGM – 12.00 noon at Bond Street Select, Cropston Road, Anstey, Leicester LE7 7BP.
(See page 3 for details).

Tuesday 7th West Midlands and Warwickshire Saab

Club night at the Stonebridge Pub at 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

Saturday 11th or 18th South Yorkshire Saab

Visit to Coventry Motor Museum.

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. Call 01772 769015.

Sunday 26th Durham Saab

AGM and Planning Meeting (venue TBC). Time TBC.

TBA Ebor Saab

End of Summer Run.

NOVEMBER 2008

Saturday 1st-2nd 4th International Saab Meeting

See Noticesboard on page 12 for details.

Wednesday 5th South West Saab

Please join us at The Airfield Tavern, Alvington Lane, Yeovil. The meeting will be on the first Wednesday of every month. For more information and details about this new Group please contact Robin or Alex - robin@southwestsaab.co.uk alex@southwestsaab.co.uk

Cheshire, North Shropshire and Staffordshire Saab

Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659 for more details.

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. Call 01772 769015.

Wednesday 26th South Yorkshire Saab

Natter & Noggin.

TBA Ebor Saab

Group trip to NEC Classic Car Show.

DECEMBER 2008

Wednesday 3rd South West Saab

Please join us at The Airfield Tavern, Alvington Lane, Yeovil. The meeting will be on the first Wednesday of every month. For more information and details about this new Group please contact Robin or Alex - robin@southwestsaab.co.uk alex@southwestsaab.co.uk

Cheshire, North Shropshire and Staffordshire Saab

Monthly meeting usually the first Wednesday of every month at the Stop Inn on the A34 just North of Newcastle Under Lyme. New Members are always welcome, please contact Chris Boffy Tel: 01270 624659 for more details.

Monday 8th Lancashire Saab

(Note: May be our Xmas meal.) This date is provisional only. Please keep an eye on this page for further info nearer the time.

Wednesday 17th South Yorkshire Saab

Christmas Party.

JANUARY 2009

Wednesday 28th South Yorkshire Saab

AGM.

MARCH 2009

Friday 20th-22nd Saab Owners Club

Scottish Weekend
The Royal Hotel, Bridge of Allan, near Stirling. See Noticeboard on page 12 for more details.

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 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 November/December 2008 issue is 26th September 2008.

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SAAB SURVEY

and some interesting results

In the last issue of 'Driver' we told you that we had over 600 completed questionnaires, in fact we finally received a whopping 610 and that represents over 18% of the membership. So a big thank you to all who took part. This exceptional response means that the data gained from the questionnaire is very reliable and the trends will accurately represent Members views and comments. So what has the survey told us?

WHAT SAAB MODELS DO YOU OWN AND HOW LONG HAVE YOU BEEN A MEMBER?

Most of you have been Members of the Club for over two years 79%, and over 65% of you have been Members in excess of six years. However, our survey also showed that 21% of the membership were relatively new and had been with the SOC for under two years and perhaps this is reflected in the ownership of Saab's where 9-3's and 9-5's made up 40% of the models owned.

Although we received 610 completed questionnaires, there were 912 Saab models owned by you, that's one-and-a-half cars each!

In fact there were a few members who didn't even own a Saab and some members had as many as six!

In addition to the newer vehicles 44% owned a 900 or 9000 and, surprisingly, 10% were the proud owners of a V4. We even had nine Sonetts recorded.

As 900 Registrar Graeme Lambert says in his column on page 48: "there are plenty of enthusiasts out there reinforcing my point that the 900 is due to become a true classic." With 264 900's owned by you and 142 9000s, this perhaps is now true.

WHERE DO YOU LIVE AND HOW OLD ARE YOU?

It appears that the majority of you live in England 78%, 10% in Scotland, 5.5% in Wales, 3.5% in Ireland and 3.5% overseas.

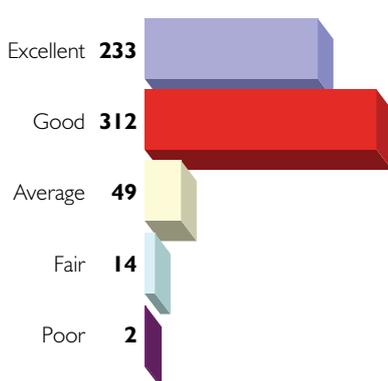
It also appears that the Club is 'getting older'. With just 12% of the survey aged between 20 and 40 and 40% over 60.

WHAT ABOUT YOUR MAGAZINE, THE 'DRIVER'?

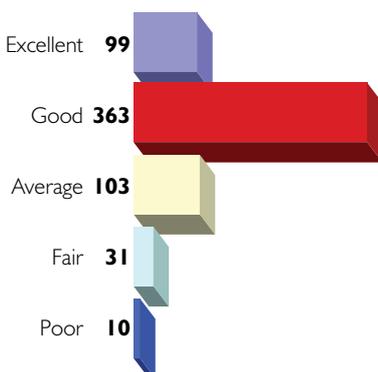
Thankfully 89% of you rate the 'Driver' as good or excellent (thank-you), with just two responses rating it poor.

What was more interesting was the sections in the magazine which interested you the most.

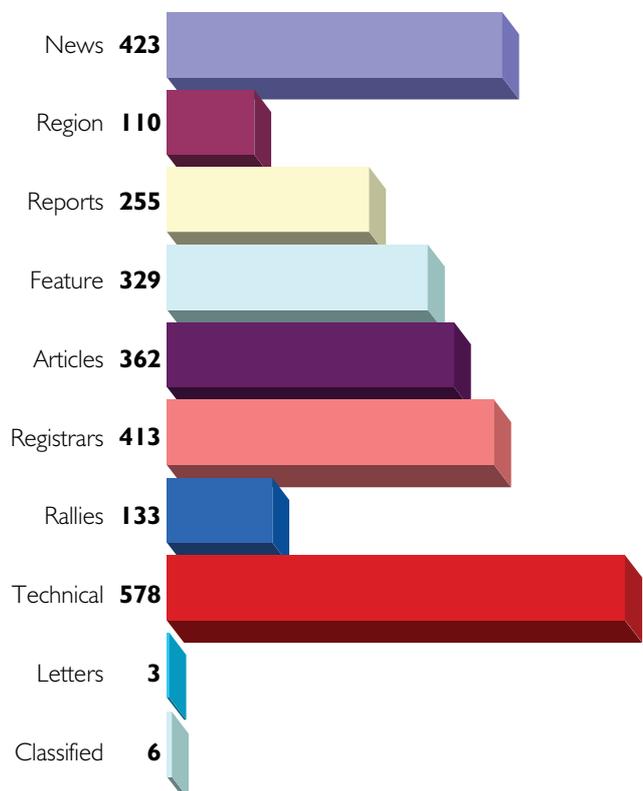
HOW WOULD YOU RATE SAAB DRIVER?



HOW WOULD YOU RATE THE CLUB IN TERMS OF BENEFITS OFFERED FOR MEMBERS?



WHICH SECTION/AREA OF THE MAGAZINE INTERESTS YOU MOST?



Although over 40% of you owned the newer 9-3 and 9-5 models, technical information was rated the highest with 22% and many of you commenting that you'd like to see more of these articles. News features and the Registers were both rated next at 16%, with general articles close behind.

Although most of you rated the 'Driver' highly, it wasn't the main reason you were a Member of the Saab Owners Club. 57% said it wasn't the main reason whilst just under half, 43% of you rating the 'Driver' the main reason for membership. If we jump to Question 10, it seems that the main reason for membership of the Club is the ownership of a Saab. 43% of you gave this as the main reason, perhaps reflecting your pride in the marque?

THE SAAB OWNERS CLUB – WHAT YOU THINK?

As stated, over 43% of you were Members of the Club because you owned a Saab, but many also joined for technical support 21%, perhaps reflecting the request for more technical features?

Whilst most of you were aware the Club run a National rally each year 94%, only 44% had attended a Club event. It was also promising to note that 265 of you had bought items from the Club Shop.

Finally, Question 14 asked how you rated the Club in terms of the benefits offered. I suppose a general 'how good is the Club' question. Well 76% of you rated the Saab Owners Club good or excellent, with the majority (60% rating it good) with just 6.5% saying it was fair or poor.

In summary, it seems that the majority of you are satisfied Members of the Saab Owners Club. Many of you have been Members for many years, and most Members own a Saab with the newer models becoming more prevalent. We even found more Sonetts that we thought we had!

We're glad you like the 'Driver', but we will take on board your votes for technical articles and news features.

We have also read through the many comments added to the questionnaires, in a number of cases running into a few pages. Whilst we can't respond to these we have taken note of the comments and all the questionnaires have now been passed on to your Board.

Once again a big thank-you to all of you who took the time to complete and return the questionnaires, it can only help us, as publishers, improve your Club magazine and it will help the Director's of the Club with the direction of the SOC in the future.

Lee Dunn, Director, MYPEC

A SELECTION OF COMMENTS ON HOW WE CAN IMPROVE THE 'DRIVER'

**'BETTER TECHNICAL ARTICLES,
RESTORATIONS, TUNING ETC'**

**MORE HISTORICAL AND TECHNICAL
ITEMS ABOUT THE EARLY DAYS
OF SAAB**

**MORE GENERAL SAAB ARTICLES
AND STORIES**

**THE 'DRIVER' COMPARES
FAVOURABLY WITH MAGS FROM
OTHER CLUBS**

**SOME MEANS TO CONTACT OTHER
OWNERS IN MY AREA**

**TESTS OR LONG TERM REPORTS
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THE NATIONAL 2008

A steamy drive up the M6 on Friday brought us to the Croston camping ground and a warm welcome from the hosts and t'committee on hand, (well we are in Lancashire now).

Picking a spot among the cars and caravans we were just about to start erecting the trailer tent when heaven's angels began a water fight and shouting match. A welcome cuppa came through the passenger window courtesy of Fred and Edna next door.

It gave us time to absorb the welcoming sheet from Iain Hodcroft of the host team, Lancashire Saab OC.

The storm quickly abated and in cooler air we were set up, with our pet Willow, on her first camping trip, assessing the canine company next door, the lovely Gayle.

A quick change of clothing and we joined the supper queue for excellent fish and chips at the nearby Euxton Barn Hotel, followed by a few glasses of ale while a brain stretching pub quiz entertained and baffled in equal measure. Richard Elliott arrived after a traffic-logged return journey home, and back, to bring partner Linda on site – an excuse for another beer, of course.

Dawn on the Saturday and a clear sky heralded the breakfast stirrings of campers and bacon-sizzling frying pans. Saabs began to arrive and what had been a grassy desert stretching a hundred yards in each direction from our camp kitchen, began to fill up with the marques of the generations of Saab Classics. We watched fellow campers Gordon Edwards and Craig Bell, a later award winner, putting polish cloths to their machines as the sun drove away the morning dew.

By mid-morning the line of 900s had reached right across the field and our 9-3 began to look like an interloper, surrounded as it was by the earlier gleaming examples.

As our newly acquired 96 needed some bits, I was out on the

hunt for technical info. Nick Utteridge from Dorset duly obliged.

The field was a bustle of activity as cars streamed in. We tried a count but after coming up with 29 900s turbos 16vs and the Carlssons, we gave up. There were a lot! And anyway it was time to start the Members' judging. The sun beat down as we wandered up and down the lines comparing the various merits (from our limited knowledge) of the variants on display and trusted that wiser heads than ours would prevail in the final analysis.

Ice creams dripped, enthusiasts enthused, picnickers spread their blankets, and the Club Members and their guests enjoyed a great afternoon. Those plucky enough, entered the Institute of Advanced Motorists' test drive and skills knowledge.

All too soon, it seemed it was time for the awards, sponsored by Chris Knott Insurance. 'Autosculpt' miniature Saabs on engraved plinths went to class winners, with Peter Briggs and his 1967 Sonett taking top honours.

The Lancashire Club then ran a penny auction for charity that

THE FIELD WAS A BUSTLE OF ACTIVITY AS CARS STREAMED IN. WE TRIED A COUNT BUT AFTER COMING UP WITH 29 900S TURBOS 16VS AND THE CARLSSONS, WE GAVE UP. THERE WERE A LOT! AND ANYWAY IT WAS TIME TO START THE MEMBERS' JUDGING.



A personal view... from Rod and Carolyn Leach.



produced some of the best laughs of the day and a pot of money for charity.

Reluctantly it seemed the day-visitors began to leave, and the camp acres returned to grass. Those who were staying enjoyed the barbecue set up outside the Euxton Barn complex. Our plans were a bit different and we joined the happy band relaxing with a wedding reception party on the barmy summer night.

Chatter in caravans and around tent barbecues, their lights illuminating the field's perimeter like a string of fireflies, went on well into the night, fuelled no doubt by a glass or two of amber liquid, until eventually exhaustion or heat weariness put paid to the events of the day.

Under clear and sunny skies Sunday's events involved cars setting out in all directions on the route directions thoughtfully provided by our hosts, to see the sights of Lancashire and its glorious countryside. Farewells said, pets parting in cautious harmony, and Pete Briggs amazing all by packing his dome tent

into a bag that fitted in the Sonett's dicky, we departed.

Our journey took us through the mazy roads of West Lancashire to the coast and Gormley's standing figures at Crosby sands, then an afternoon sunning ourselves in the dunes.

We arrived home, tired but happy and about to unload the gear when we felt the first spots of rain and welcome home was... yes, you guessed it, a thunder storm. Are the heavens telling me something?

Our Saab passion and the friendships we encounter continue to grow with each of the Club events we attend. Our personal thanks go to all those on the organising committee and the hosts in Lancashire for a thoroughly well-run event.

To quote from one of the numerous, humorous, if sometimes baffling missives provided by the unique sense of humour of Messrs Hodcroft and Co, please read with a Lancashire twang in mind 'owartadoin' answer: 'asadoinfine, ta!' Easy for me 'ahmaLancslad-born-n-bred', 'nproudonit'.



Saab Owners Club GB Ltd Lancashire Legends' 2008





Best Car Competition



Sonett
95/96 Two-Stroke
95/96 V4
90/99
99 Turbo
900 Classic
900 Classic Convertible
9000
GM 900

Peter Briggs
 Mike Thompson
 Chris Boffey
 Richard Morgan
 Chris Foxley
 Craig Bell
 John Andrew
 Steve Alty
 Colin Blades



GM 900 Convertible
9-3
9-3 Convertible
9-5

Mick Sollars Trophy
Best Two-Stroke

The Carlsson Trophy
Overall Best Car

Martin Leatherland
 Bob Clark
 Julian Lawless
 John Bufton

Mike Thompson

Peter Briggs

AROUND THE UK

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Saving the day

Hello and welcome to another 'around the Groups page'. Firstly and most importantly I would like to extend a 'well done' to Iain Hodcroft for organising this year's National, many of us 'newer' Members just don't seem to appreciate that these more hardened Saabists will always be around to save the day. I must also extend thanks to the South Yorkshire Group Members who also heavily helped out, this is what makes the SOC a great Club, and I hope to be part of it for many more years to come.

The sun shone all day, and as I was stood by the main entrance, I could not believe the constant stream of Saab models pouring in, now although there was not exactly loads of booters or sales stalls, I would say 97% of the people I questioned as to their feelings towards the event informed me they were there for more of a social meet more than anything, which is great... it's great having the 'Interweb' thing but there is nothing that can ever replace events like this, or the satisfying thud of your 'Driver' arriving through your letter box, ...I vote let's keep it going!

Richard Elliott was designated as speaker and a very fine job he did too! Janet Turner and Sue Long took up all the important administrative duties, while Keith welcomed everyone as we arrived, there were a lot more helpers who I have not named but they know that without their great efforts the day would not have been as great. I was busy doing the Member relations part of it...

Late Saturday afternoon was the time to issue prizes, etc to drivers for their cars, the voting was cast by all visitors, and every car that won was worthy of doing so.

Following the Trophies being awarded, Derek Best ran his famous 'Penny Auction', I had never attended one before and it was a real eye-opener and a good laugh.

Group Members from nearly every local Group were also present... more details oppositr, if you are local to this Group why not join them for their first meet. I will be there and I will be travelling from the Midlands so if you are local you have no excuse.

Invitation required

Now on to my roll call... Group reps from Ebor Saab, West Midlands Saab, Northwest Saab, Lancashire Saab, East Midlands Saab, South Yorkshire Saab, Surrey Saab, Cumbria Saab, East Sussex Saab, Cheshire Saab, Dale Saab, all came to say hello, or offer very good advice for moving things forward, thank you to you all and your requests and suggestions have been duly noted.

I met an old friend from years ago. I think we first met at the Billing Aquadrome event, 'Eddie the Ink' and his wife, from near St Asaph North Wales, we spent quite a while having a good chat and discussing things, of course one of which is the lack of meets in the North Wales area. I know for a fact there are some real enthusiasts in that area, Chris and Sue Foxley (hint hint), go on someone send me an e-mail or give me a call to set up a meet, it has not got to be organised for every week or month, for that matter it can be just an 'as and when' sort of thing, but at least the networking keeps going.

The next important thing I have to report is I have been well

Please note the groups highlighted have returned their attendance registers.

Groups Sub-Committee Local Liaison Officers

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



and truly 'told off by a Member's daughter' and that is Francesca (nine years and a bit). I wrote a report last year pointing out that no convertibles won any prizes at the 2007 event. I was duly corrected at the National that her dad Martyn won in his very nice GM900, OK so I am sorry. While I am on the subject, I really want to pass on my thanks to the Members who have congratulated or applauded me on the work I am doing in respect of trying to get Clubs active, thank you.... Which brings me on the point I need a date, I have an empty diary for September to December so if you have an event taking place, go on please, please invite me.

To the Church on time

The 19 July was a very special day for my postman's daughter, it was her wedding day, and I was even more proud than her father when I was asked if it would be possible to hire my car for the day... "Hire", I said, like all Saab owners, we are only always too pleased to help out and my services are free.

The weather on the day was not to disappoint either, perfect for the 900 Convertible. I was of course only too happy to discuss, with all who asked, the advanced design of this 20-year-old car, its amazing how many people think that Saab only started making convertibles in the last couple of years.

June 2008 and no less than three local Groups descended on Trentham Gardens – Cheshire Saab, West Midlands Saab, and East Midlands Saab. The weather was good and a fine array of cars were on display, the BBQ was started by 11.00am and remained on all day, no shortage of sausages or burgers, I saw Mike and Norma Thompson walking back to their car with an old motorcycle fuel tank. Well you know, I had to ask why! Well as it transpired Mike has been promising to build a feature for the front garden in the form of a bird, made from old car/motorcycle parts for the last 20 years! Well, Norma, all I can say is here's to the next 20!

July 2008 the weather closed in, the rains came and was not listening to my pleas for more accommodating temperatures. One of the highlights of the year was fast approaching, that being 'Cars in the Park'. We duly met at the pre-arranged car park, while the rains were still lashing down, suffice to say the turnout was not as good as previous years and we were all very wet. Not an

enjoyable experience... still there is always next year.

Read all about it?

Each edition of the 'Driver' is carefully planned for our enjoyment, and while I was at the National 2008, I was talking to a friend, namely Gavin Coulthard. I enquired as to how he enjoyed reading about the piece I did on an event we were both at, a look of 'what are you talking about?', filled his face, I received the following apology from Gavin which I will share with you.

"Hi Ellie, I woke up today full of remorse and feelings of angst. You go to the trouble of writing up your visits around the country and then find out that the people you mention have not even read the article – what can I say. Anyway it was good to see you at Stroud, we all enjoyed ourselves greatly and a notice on the site fence the other day said they had raised over £6000!

"Enjoyed my first SOC National Rally, lots of lovely Saabs to look at. It is indeed nice to see the pride of ownership that some people take in their cars. I was amazed at the condition of some of the early 900s, by now they must have well over 100,000 miles on the clock, some twice that, yet they still look good. My thanks to all for putting in the hard work to make it a success, I look forward to the next rally."

Best wishes, Gavin (who has now started a more thorough read of the July/August edition!)

All his words not mine! Furthermore there will be a test on this edition too, so when I see you, be prepared.

Hopefully you will receive this issue before the planned trip by the South Yorkshire Group to Coventry Museum – I plan to incorporate the running of archive Saab videos and a room dedicated to past events, show photos and memorabilia.

Don't forget the Classic Car Show at the NEC this is planned for November 2008, the SOC will have a stand, and of course the Club Shop and some SOC Members cars will be on display.

HELP: Does anybody have a Turbo Charger I could borrow to put on display? It does not have to be working! If by a long shot someone has one already mounted in a cabinet, that would be fantastic.

Very best regards

Ellie

NEW 'LOCAL' GROUP!

Welcome to South West Saab A Regional Group for All Saab Owners in the South West of England.

Robin and Alex have been working hard to put all this together and both are very enthusiastic to gather some momentum in the Somerset/Dorset/Devon area.

Many of you may already have had contact with Robin as he organised, with Alex's help, the first Swedish Day UK in April 2008, which was enjoyed by all who visited, I am sure that something just as special will be organised for 2009.

They will meet on the first Wednesday of every month, and everyone who owns, dreams or aspires in anyway to do with Saab, will be most welcome, please join them and myself for the first meeting on 1 October 2008 at The Airfield Tavern,

Alvington Lane, Yeovil. I hope to get some light refreshments available (sandwiches, etc). They will put a map on their website detailing how to get there.

Many more details about this new Group and forthcoming events will be in future magazines, on web forums and their website.

However, in the meantime, please visit their website www.southwestsaab.co.uk and if you have any input or suggestions for them please get in touch with them directly.

For more information and details about this new Group please contact Robin or Alex. robin@southwestsaab.co.uk alex@southwestsaab.co.uk

I and all the Directors will always be on hand to help and support any Group. **Ellie – Group Co-ordinator**

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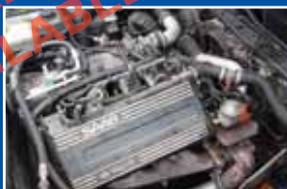
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Anniversary Manual (1997), Green. Leather, ABS, C/Locking, PAS. 97k Miles. **£2000**



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Email: info@twostroke.co.uk

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WMWSOC Karting Event

Whenever you try and organise any event, you'll always have people drop out at the last minute and this was no exception. After Rich and Em drove past with all the windows up and the doors locked, they finally skidded into the car park. Rob and Carol had arrived earlier and set up Walsall's biggest buffet.

We watched the karts going round, working out if we could race with four people when Andy turned up. A cup of coffee later and we had Mooneyman as well (Chris). We were trying to contact Jot but couldn't get a reply. After discussing it with the circuit marshalls, they offered us a few practice laps then a one-hour endurance, rather than the grand prix we'd booked. We decided it was a fair option, we could come off for a rest whenever we wanted (yeah, right).

Just as we finished watching the safety video, Jot appeared. We left her to go through the video while we got suited up. We checked everyone's shoes and helmet colour so we knew who was who. Emma had long hair, Rich had a long beard, Rob had white trainers, Chris had a green hoodie, and Carol... had heels on!

We got everyone ready and we were just about to head onto the track when Rich's phone rang. Luckily, it was his mum, and not work calling him out. So, off out onto the practice laps. The course was as follows:

Long right-hand bend – Short straight – Right-hand hairpin
Sharp left-hand – Short straight – Left-hand – Long right hand bend – Finishing straight.

The odd crash and spin and we had a good idea of how to drive the circuit (except one of us).

Time for a quick drink while they got us in qualifying order and we could discuss our tactics. We were still pretending we would stop and have a rest if we felt tired, but we knew we wouldn't.

So, out onto the track, this was it. We gave it everything we could and a group began to form that showed no mercy. Friend or partner, it didn't matter, they would do anything to win. Rob was the first to T-Bone his partner, Carol, after bouncing her off several tyre walls. He nearly crashed again as he was crying with

laughter but he managed to carry on.

Chris, Rich, and Rob battled for supremacy and the only thing that stood in their way was Andy. They tried and tried until eventually the inevitable happened. Going into the hairpin, they went for it. Sadly, it wasn't a total success as all of them went bouncing off barriers. They knew it wasn't a success as they got black flagged and warned about driving beyond their capabilities. They later discovered that the force of the impact nearly knocked the marshall off the tyre wall, hence their displeasure. Carol, however, got black flagged for left-foot braking. Typical Saab Club.

Rich was employing a technique that all concerned failed to comprehend. Full tilt down the short straight and slide it into the hairpin. On at least a third of the laps he went full tilt into the barriers. The marshalls gave up counting after 20 and began to wince with every bone crunching collision into the barriers.

Now, Emma isn't a bad driver. She is, however, very difficult to overtake. Rich followed her for several laps looking for an opportunity and worked out it was going to have to be the hairpin. He probably would have got away with it but he tapped the back of Emma's kart and caused the second T-Bone of the day.

At around the half-hour mark, people were starting to retire. Emma and Carol were tucking into the buffet and taking great joy at watching Rich continue his masochistic quest. As the numbers were thinning it opened the track up a bit more. This was the best thing Chris could hope for as his lack of ballast meant he was marginally faster.

Around the 45-minute mark, people were beginning to suffer. Arms were aching, legs were aching, bodies were battered and bruised so people started to pull into the pits. They didn't stay for very long as the race was so close the marshalls practically forced them back onto the track. Chris used his stop to remove his green hoodie, a cheap trick in anyone's book.

Around the 55-minute mark, Rich pulled in as his hands had stopped working, only to have everyone shouting to carry on. He tried his best and steered with his forearms. This did lead to

AROUND THE UK

a drop in manoeuvrability and increased the number of tyre wall impacts.

And finally, it was over. The remaining drivers dragged their exhausted carcasses into the pits and headed for the changing area. It was at this point people noticed Rich appeared to have enjoyed himself a little too much and done a little wee but he insists, to this day, that it was sweat. People ate as much as they could, but it barely made a dent in the buffet.

And then the presentation.

You know that bit on 'Top Gear'? Star in a reasonably priced car? Where they're desperate to know how well they did? This was worse.

First we'll have the fastest laps:

Emma 23.34 Carol 23.22
Jot 22.26 Rich 20.70
Andy 20.63 Rob 20.57
Chris 20.03

They were close but Chris took it.

Now for the number of laps:

Carol 64 Jot 67
Emma 105 Andy 138
Rob 142

So it was between Rich and Chris for first place. It was close. After one hour and nine seconds, Rich had done 156 laps. Chris had managed 157.

He was magnanimous in victory and refused to cover his compatriots in sparkling wine, choosing instead to claim he was feeling poor and it meant he could go home and have a drink.

Thanks go to Rob and Carol for organising the event and for providing the buffet. Thanks also go to Ace Karting Plus of Walsall for hosting the event.

Think you've got what it takes? Think you can beat us? Think your body can take more high speed crashes? The gauntlet is hereby slapped across the face of ALL SOC Groups and thrown upon the ground.

If you fancy a Karting event please contact us
wmoc@yahoo.co.uk – We look forward to the challenge!

Chairman Dick

We Need Your News!

Don't forget, Saab 'Driver' is your magazine and we always welcome submissions from you, the Members. If you've got a report, a review, a technical article, a travel piece or perhaps just a brief letter, send them to us with any relevant photos at the highest resolution your camera will allow.

The Editor, Dave Garnett,
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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.

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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

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SHIFTING INTO TOP GEAR

Gearbox Oil update

Had a great response to Alan Hobson's enquiry about gearbox oil. Several Members have been in contact with varying advice as follows:

From Fred Glidden:

"I am using Fuch's Titan Gear Synthetic 75W-90. His car has done over 5,000 miles with this oil in the gearbox, performing well hot or cold, including long runs around Sweden last year. At the International, he got talking to a German mechanic/garage owner, who assured Fred this was good oil for the V4. He also said that the 96 would benefit from a breather in the gearbox so that 10% more oil could be added, to improve the lubrication of the top shafts.

"The breather needs to be placed near to the gear change linkage, in the top cover, away from the 'oil splash'. He used a brake bleed nipple with a pipe to the bulkhead and a fuel filter in the top end, so that only

clean air was drawn into the gearbox on cooling down."

Thanks, Fred, and good to see you again at the National. I know Chris Partington has previously advised on the importance of not overfilling V4 boxes to avoid damage to the nylon worm for the speedometer drive, so perhaps this breather mod would indeed allow more oil (and therefore more cooling) without the speedo problem.

John Gartside also got in touch on the subject, to remind me of a note he submitted for the September/October 2000 'Driver':

"Although the original spec for the V4 gear oil was EP80, there was a service update that recommended a change to EP75. This eliminated the problems with gear selection on very cold starts, especially first gear."

Thanks also to John, that ties in with Fred's experience with the modern synthetic multigrade oil.

V4 Clutches and Balance Shaft Gears,... plus more

Robert Hubbard recently wrote to tell me: "The firm which supplied Highgate with diaphragm clutches still does them, but one has to supply them with a centre plate with V4 splines, so keep the old ones if you ever want that done."

Robert also expressed a view that the diaphragm clutches are reliable but Fichtel & Sachs are not. While I know where he's coming from, I'm not sure I entirely agree. There is no doubt the old Highgate diaphragm clutches work well, and have much less tendency to judder, but there have been a few issues with them. A good F&S clutch, combined with no wear in the thrust arm pivots, a good release bearing, and engine/gearbox mounts in good condition, should be perfectly acceptable. Where I have had trouble with the traditional clutch is with non-genuine (ie non-F&S) clutches, that do



All correspondence to:
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 Rivendell, Middle Street, Swinton, Malton
 North Yorkshire, YO17 6SR
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 Email: registers@saabclub.co.uk

not have the correct tolerances and can cause all sorts of problems. I've had them where they do not fully disengage because the driven plate is too thick.

On a similar vein, I had a good chat with Richard Simpson at the National about some of the projects he and his Dad, Les, have kicked off which will help to fund their rallying exploits. He has just dropped me a note with some information as follows:

"The clutches we are doing are like the old Highgate diaphragm items, but with some improvements. They are sold on a flywheel exchange basis.

"Road/fast road £225 each. This includes:

- Machined and ground flywheel
- New diaphragm cover with mods to fit a V4
- Modified clutch bearing plus retaining clips
- Organic lined sprung clutch plate
- High tensile Allen screws

"Fast road/competition £250 each. This includes:

- All of the above features for the road clutch, plus extra lightening.

"We are improving the design a little, and less material will be taken off the flywheel face, the lining material will be better and the release bearing clips are a better design. Each unit will be set up on an engine/gearbox dummy test rig before despatch. We can also reline clutch plates separately.

"We are having a small batch of steel balance shaft gears made. This will be only the one balance shaft gear and not a full set. These have been analysed to get the correct tooth profile and we wish to sell them at £150 each. We are also selling new balance shaft bearings at £37.

"I am looking into getting some Two-Stroke crown and pinions made, but this is proving a problem at the moment.

"Later on in the year we will probably produce a small run of alloy rocker supports, funds permitting.

"Other interesting bits and bobs: I was asked to finish building a rally car for someone at the National, a bit of a surprise! I will be looking into doing this kind of thing, but only for competition cars.

"On another note, Reinz has stopped making head gaskets for the V4. For further information, contact Rich or Les 0114 288 7612."

Thanks for all the info, Rich, and good luck with the venture. I know that finding good fibre timing gears is becoming nigh on impossible, plus the steel sets that were available from the late Rolf Jensen have dried up, and were so expensive that they may have been made from 'unobtainium' so this is a very good opportunity to obtain replacement or spare balance shaft gears in steel, a 'fit and forget' improvement to any V4.

There were some lovely old Saabs including several V4s at the National this year, I hope I managed to chat to all of the owners at some point, but if not, don't be shy in coming up and introducing yourself. Mike Doughty's fabulous 96 won its class in the Best Car competition. No surprises there! Hopefully I'll have ours running again for next year's event, wherever it turns out to be held.

That's me done just in time to pack up for my holidays; I hope you all had a great summer, maybe see you at the AGM in October?

Cheers for now

New Registrations

One new registration this month:

Name	Location	Car
Professor Peter Fawcett	Sheffield	96
GCR 762N		

Peter contacted me via the Club website for advice on buying his 96, and we had several exchanges culminating in him taking the plunge, so welcome to V4 life and to the Club, Peter. He writes of his Brown 134,000 mile 96:

"Purchased by previous owner in December 1974 from Rex Neate Ltd of Botley, at 134,300 miles. Manufactured April 1974, first registered May 1974 on a 'Q' plate for export to New Zealand but owner decided against this and the car went back to Neate's. The car has a full history including the original brochure, tax discs and MOT certificates as proof of mileage. Service was mainly carried out by Saab garages in Hampshire, and since 1991 by Stockley Motors, a specialist in Weymouth.

"The car was fully Waxoyled in 1975, which has successfully kept the rust at bay, and has always been garaged. Resprayed in 1992 (wings off). The car is in original condition except for a stainless steel exhaust, Weber carb and chrome grille (original plastic grille and many other spares, manuals, etc came with the car). New clutch fitted 7,000 miles ago, battery replaced May 2006, and other recent work includes new starter motor, brake calipers, ball joints, rear wheel cylinders and clutch slave cylinder."

That sounds like a fantastic find Peter, congratulations. I can't wait to see some more photos of the car – please feel free to e-mail digital photos to me if you can!

Al

GOING SPARE FOR THE LACK OF PARTS



Spares

Regarding my on-going quest for windscreens, David Lee (9857) wrote to suggest National Windscreens of Derby, who had some in stock when he needed one four years ago. I immediately contacted them, but though helpful they had no stock in the UK. David is also 'baffled about the lack of spares problem for 99s. Why is it that all manner of makes and models of all ages appear to be restorable by private individuals according to features one sees in classic car mags? Indeed the 99 is usually listed as enjoying high availability for parts, but we seem to encounter difficulties. Is it perhaps because items like foil wheelarch trims cannot be fabricated unless by a bulk order? Surely these restorers need to source, for example, door lock barrels, but can I find a good one for my 99...

Certainly levels of demand are an issue, particularly when it comes to re-manufacturing parts, but having pursued the wheelarch trim problem in the past I have found Saab's general lack of interest at a practical level a big obstacle. Hardly any information is forthcoming on availability and any other parts sources, and dealers are given little help in this area either.

Maybe it is time that the Club, as Alan suggests in last issue's Postbag, put more pressure on Saab GB to change at an official level, because this isn't one of those areas we have to accept as 'the way things are nowadays'. Not all manufacturers are the same. Jaguar is the manufacturer I have read of most recently promoting its classic car parts thus:

'If an older Jaguar drives into your workshop you can be confident that you can still order original equipment parts to keep its discerning owner completely satisfied.'

Sadly, this is still one thing you can be confident will not happen if you are discerning enough to drive an older Saab. Only long established Saab dealers have any information at all on older models, and then there is little chance of getting what you need. Jaguar dealers on the other hand have access to the Jaguar Classic Parts programme supplying 13,500 parts worldwide with 'high availability'

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Ex-Will Gollop 99 through Brands Hatch chalk dust - those were the days!

for XJS, XJ6 and XJ12, and a monthly newsletter listing 'back-in-stock' parts. So come on Saab – if Volvo and Jaguar can do it, why can't you?

Sorry to spend yet another 99/90 page complaining about spares, but it is now the biggest obstacle to keeping a 99 or 90. However, I can close on a positive note.

Clutch Master Cylinders

Having struggled to find one recently I was told by JG Motors (thank you!) that they used to use Mini ones, from real Minis that is, not the new lookalikes. Sure enough a new one of these was easy to get, and apart from having a plastic reservoir in a slightly different position it is identical. If you need one the Unipart number is GMC1077.

Windscreens

The windscreen quest may be over. Pilkington Glass in Queenborough manufacturer them, and other 'obsolete' screens, supplying Autoglass and other national companies. Although you may have to wait up to eight weeks maximum, they are happy to supply single screens in all tints. When contacting your local screen replacement company quote the Euro Code 7402A and they should be able to order one for you. I shall be getting one fitted soon so I'll let you know how it works out.

This shows that getting hold of information can be as vital to keeping your car on the road as the parts themselves. Similarly, if you know of useful parts information which you think would be handy for other owners, please let me know and I will set up a database.

Stuart

Tech Tip – 90 rear light problems

I've not had this problem with 99s, but the 90 does seem to have caught the Ford malaise of the rear lights doing a poor impression of a disco light box when the earth connection fails. This is caused by all of the bulbs having a common earth, so when it breaks down the current travels through other bulbs and even back through the dash warning lights trying to find earth. I've tried cleaning the long block connector which plugs into the back of the light unit, but as it is encased in plastic it is difficult to improve the connection. The alternative is to drill a hole in the earthing track which runs between the bulbs and either rivet or screw on a separate earth wire, which can run to the common earth point under the lift-up section of the boot floor, next to the spare wheel well – light show fixed!

Stuart

All correspondence to:

STUART PAYNE

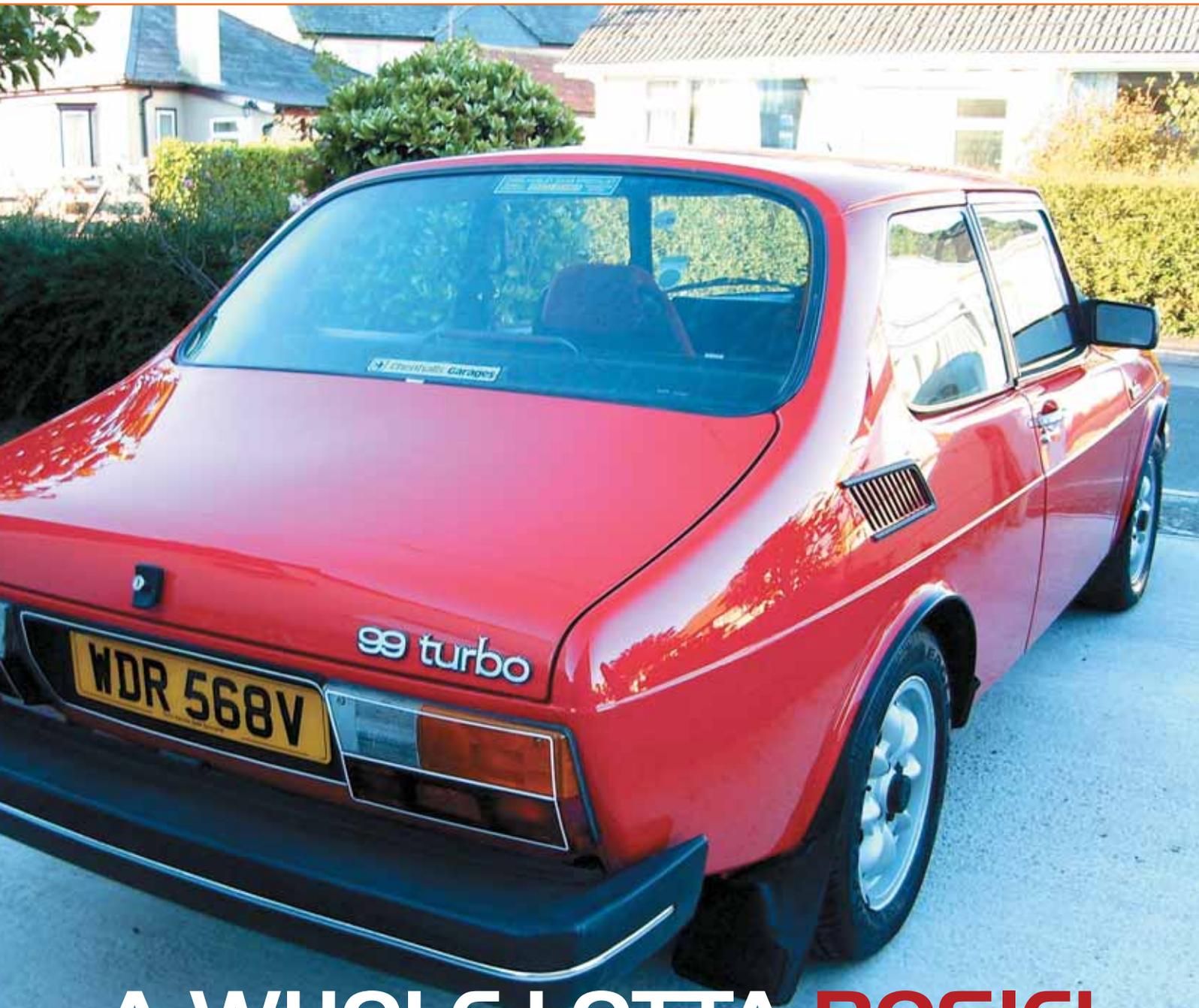
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Bexley, Kent DA5 2B5

Tel: 01322 521580

e-mail: orangesonett@hotmail.com

99TURBOREGISTER



A WHOLE LOTTA ROSIE!



Being the 99 Turbo Registrar for more years than I care to remember means that drivers may come and go, but the cars simply transfer ownership. Such is the case with David Salt's lovely red 99 Turbo. If you are not familiar with this car, David has owned it for a good many years and has kept the car in excellent condition. Bought from Trent Saab, this car was treated to a thorough overhaul and mechanical 'improvements' to the engine and gearbox. The most noticeable difference for me was the power steering – the feel of the car is noticeably different from the unassisted steering of a standard 99T. I had the pleasure of driving the car back from a meeting held with the WMSOC and GWS in Worcester, on behalf of its new owner and fellow Saab enthusiast Rob Gray, to have some work done and further improvements made by Saab specialist, Martin Bayfield at Jamsaab.



I am sure Rob will let us know what he thinks of his new car and if those improvements have made a difference. Needless to say Rob, photos are obligatory!

We had the pleasure of attending Robin Morley's Swedish Day a while back (full report in the last issue of 'Driver') and what a great day it was – certainly one to note for next year. Seeing such a wide range of Saabs underlined to me how they have progressed and changed over the decades. Each model has a totally different driving characteristic and perhaps this is why we have such a wide breadth of owners and enthusiasts. Certainly for me the greatest pleasure is driving my 99T. A recent get together at 'Picnic at the Pumps' in Blagdon, Somerset underlines this camaraderie, where we sat around enjoying not only the cars, but also the company and yes, the 99T still brought a big smile to my face.

Update from Chris Hamley

I was pleasantly surprised to receive an e-mail from Chris Hamley regarding his red 99T. Chris has been busy getting 'Rosie' his red 99T resprayed and boy does it look good! Hope to receive more information from Chris in due course.

New registration from Sandy Craig

"I am writing to inform you that I've joined the Saab Owners' Club today and that I am the owner of a Saab 99 EMS Turbo 3 door, first registered in 1979, reg. no. APH 163T.

"At present the car is undergoing bodywork and mechanical repairs to bring it back to reasonable running order. It should be on the road soon. I'm wondering if you can help with sourcing a couple of trim items:

1. The trim inset to the front bumper. (This is different from other 99s of the period).

Well I can answer this one. You are right Sandy, the 3 door had what I can only describe as a double silver trim whilst the 2 door had a very thin single (approx 4mm) trim. Both these trims are very, very difficult to find. I will make investigations.

2. Light bulb for the (tiny) interior light by the handbrake/gear lever.

Should be easily sourced from a local motor factors or Saabs' specialist

A request from Steve Pierce

"I own a SAAB 99 Turbo two door, 1979 reg STP 980. The door glass front o/s has been smashed and I am seeking a replacement. (The car is the early model with the door mirror mounted on the door). I am having difficulty locating replacement glass or even an early two door turbo o/s door.

"Any ideas? I was wondering if a 78/79 standard 99 would use the same glass and winding mechanism?"

First thing Steve. A standard 99 glass would fit OK as will the winding mechanism. Try a specialist such as Jamsaab (0117 986 9997). Secondly, it would appear from your details the car has been reshelled, as no two doors were manufactured in 1979. All two door 99Ts were manufactured in 1980. Let us know how you get on.

Well that's it for this issue. By the time you read this the National will have happened - here's hoping the weather holds, everyone enjoys the weekend and it is a success.

Remember, protect your windscreen – wear a seatbelt.

David

All correspondence to:

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MONTE CARLO OR BUST



They say size isn't everything, but with the Classic 900 everything seems to be bigger than expected. You expect the boot space, performance, length of bonnet and smile a good 900 generates, but not necessarily the register folder!

I'd been meaning to pick up the folder up from Dave for ages, but when I finally saw it I was glad I had a 900 hatch to transport it home in. Much though the sight of this weighty tome was initially off-putting (I had planned to make it digital) it is also very heart-warming. You see, the fact it weighs nearly as much as my 900 means that there are plenty of genuine enthusiasts out there reinforcing my point that the 900 is due to become a true classic, not just in Saab owners' eyes.

Anyway, enough of that and onto new registrations. First up is a car that I know very well. In fact for a while it was my performance rival/benchmark and I eventually helped the owner sell the car. The one overriding memory of the car was its willingness to rev and the engine's smoothness thanks to a full rebuild. I'll let new owner Alex Rankin take up the story:

Not another Saab!

"That was the cry from parents and friends when they heard about the purchase of our third Saab!

"When do you know you have enough Saabs and it's time to stop looking at the adverts?

"For a good number of years I was happy just to own my NG 900 and had never really got involved in the whole 'Saab thing'. I joined the SOC, but confined my activities to the reading of 'Driver' magazine.

"Whilst browsing e-Bay during 2006/2007 looking at Classic cars I might want to buy I had been showing off prospective purchases to

my wife. Little interest or enthusiasm was shown, until I typed in Saab, and ended up becoming the proud owner of a 900 convertible!

"Normally an NG 900 five door and convertible 900 would be quite enough but deep down I had always really fancied the idea of a 900 Turbo.

"Months rolled by and I kept scanning likely candidates on the Internet, just browsing and keeping up to date with what was on offer, rather than seriously buying.

"Then it happened – a rather nice looking 900 T8 came up for sale on the UKSaabs forum. Unfortunately by the time I read the post, the car had been sold and I wasn't really ready to buy yet anyway.

"It wasn't until talk of driving to the festival in Sweden in 2009 that we realised we needed something suitable for the trip. Although we already owned two of Sweden's finest hour NG 900 has a heavy clutch which upsets left knee, the result of a car accident many years ago, and the convertible just wouldn't have the required space – both for luggage on the way out and more importantly for spares on the way back! When my wife suggested we buy a cheap 900 (light clutch) for the trip, which could be sold on return I could only see one problem with the idea – I find it hard to sell anything, and would likely get attached to the 'cheap' Saab during the journey, refusing to part with it when meant to.

"Nevertheless I agreed it would be sensible to sell it after the trip and although I had a whole year to purchase my chosen steed, I



All correspondence to:

GRAEME LAMBERT

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NB Please ensure all correspondence is marked 900 Registrar

decided the longer I had it the better to iron out any problems it might have. Out of the blue the 900 T8 that I fancied a couple of months previously came up for sale again! I spent the next couple of hours discussing the issue with wife Isabel – I really liked the car, but wasn't sure about its suitability for the trip. Thankfully she thought the car would be suitable and liked it in white. Result!

"I contacted the current owner and arranged with my good friend Robin to make the trip to Lincolnshire to pick it up. The trip turned out to be further than first expected so many thanks to Robin for agreeing to come with me and drive it back.

"So that's how I became the new owner of MCG 900T – an eight valve with a few performance mods: bored out to 2.1 litre, 9000 Turbo front-mounted intercooler, clutch, flywheel and front brakes it also has a rebuilt T16 turbo with 360 degree thrust bearings, 3" JT exhaust, Bilstein Sprintline suspension. It has a great turn of speed when required – in fact Isabel reckons shopping trips to Morrisons have never been so quick.

"Will she go to Sweden? Will she be sold after? I just don't know right now!"

Bill Jarvis (010644D-6) wrote to register his LPT convertible 900 (L531 XMW) which he bought from a Wolverhampton solicitor for £4750.

"I thought the price a bit steep at the time, but apart from some minor dents and scuffs to the bumpers (it spent its formative years owned by an estate agent in London) it is in superb condition, both bodily and mechanically. It has covered 67,000 miles from new, is gleaming Red with aero kit and a joy to drive in the sunshine. A fully documented service history, every MOT certificate and all invoices since new are present and correct. Compared to modern cars they may be dated but as I have grown up with Saabs all my life I am used to their idiosyncronies, though my wife is not so enamoured. As a mid-50 year old with a near lifetime of Saabs, I still retain my convertible for fun and sun days. And despite constant ragging from my friends about my obsession for old Saabs, I don't think these cars will ever be eclipsed."

Sounds like a good one Bill and in my opinion the convertibles will soon level out price-wise, becoming an appreciating asset. And as for your friends ragging you, just give them that knowing 'Saab smile'.

Talking of convertibles, Andy Adams contacted me to register his very special Monte Carlo model:

"I bought J596 JKP – a Saab 900 Turbo 16 S Aero convertible in November 2005 and am still searching for information. I have no doubt the car is a Special Edition (Monte Carlo Edition) produced in 1991 as the original owner has confirmed – he even bought the car direct from the Saab stand at the Motor Show in 1991. The car is in excellent condition, maintained to the highest standard and has nearly reached 54,000 miles!

"The car has an aluminium badge, on the rear of the glove box door, stating 'Anniversary Edition No. 152!' I have read different accounts of the production numbers for Europe/US. Is there any way of tracing the car's pedigree? Do you know if this is correct or can you suggest a procedure to verify?"

Andy, at the moment of writing I haven't had time to investigate this for you, though hopefully by the time you read this, I will have been in touch. In the meantime, if any reader can help verify Andy's questions, please get in touch.

Richard Thornton (McVities for those forum users out there) wrote to register his 900 Aero LPT. His White three door 900 is an on-going project – firmly in the performance side of things. Currently it has been fitted with 16" super aero wheels, colour-coded aero kit and whale tail, 9000 front brakes with braided steel lines, battery re-located to the boot, full 3" JT system, PWR chargecooler, 2.3 turbo cylinder head and extra gauges. Plans for the future include a 2.1 inlet manifold,

Registrations

Name: Andy Adams **Area:** Lincolnshire
Mem No: 009740-9 **Reg:** J596 JKP
Registered: 3 Jan 1992 **Purchased:** Nov 2005
Model: Saab 900 Turbo 16 S Aero Convertible 'Monte Carlo' Special Edition, Number: 152
Colour: Monte Carlo Yellow
Int. Colour: Charcoal Grey
Mechanical: 9 **Interior:** 9
Bodywork: 9 **Mileage:** 53,922
Chassis: YS3AD75L6M7019663
Extras: Air conditioning, Electric front seats, Cruise Control, Sony CD/MP3/Ipod/Radio, Upgraded speakers, Rigid hood cover panels, Soft (Hood) Boot cover, Vinyl Wind Protection cover, Walnut Dash, Black side strips.

Name: Richard Thornton **Area:** Wales
Mem No: 020077-2 **Reg:** H818 EFE
Registered: 30 Nov 1990 **Purchased:** Sept 2007
Model: Saab 900 3dr LPT
Colour: White
Int. Colour: Light Grey
Mechanical: 8 **Interior:** 6
Bodywork: 6 **Mileage:** 161,300
Chassis: YS3AD35S4M7001355
Extras: see main text

Name: Karl Moxon **Area:** Yorkshire
Mem No: 18814 **Reg:** J741 DKH
Registered: Sept 1991 **Purchased:** March 2008
Model: Saab 900 5dr LPT Auto
Colour: White
Int. Colour: Grey
Mechanical: 8 **Interior:** no rating
Bodywork: 6 **Mileage:** 101,250
Chassis: YS3AD56S6M7020807
Extras: Front foglamps

Name: Alex Rankin **Area:** South West
Mem No: **Reg:** MCG 900T
Purchased: June 2008
Model: Saab 900 3dr T8
Colour: White
Int. Colour: Grey
Extras: see main text

Name: Bill Jarvis **Area:** North West
Mem No: 010644D-6 **Reg:** L531 XMW
Purchased: June 2007
Model: Saab 900 1pt Convertible
Colour: Red
Int. Colour: Grey
Mechanical: 8 **Interior:** no rating
Bodywork: 6 **Mileage:** 67,000

900REGISTER



type 8 primary drive, strengthened diff plate, APC/DI upgrade, headlining retrim and eventually a full strip and renovation. If you want to keep up to date with Richard's progress he has a project thread on the UKSaabs website. Richard, sounds like quite a similar spec to my own car – I can guarantee it will make you smile!

Another White LPT has been registered by Karl Moxon – bought from his local Saab garage. He is particularly pleased with the specification of this particular car – five doors and automatic transmission. The car was given an extended test drive over a weekend where fellow Ebor Members gave it the thumbs up. Karl claims there are a few cosmetic jobs to be tackled but he needs to finish fettling his 9000 Anniversary before he can do that!

Thanks to David Mills who replied to my question concerning 900CD glass for Joop Hulsbus. Hopefully by the time you are reading this it will all be taken care of, and Joop will have the parts he needs. Turns out I was wrong though – even the front doors (and therefore glass) is stretched compared to regular versions. Thanks for clarifying that David.

Which leaves me just enough time for an update on mine. Nothing much happening due to a fund shortage brought about by London-living – though as I suggested the Bilsteins and 9000 brakes

have been fitted. The brakes are better but it is the shocks that have proved the biggest revelation – being so much more controlled and 'tighter' without being overly stiff.

The trip to Le Mans (in full Clarion livery overleaf) was managed without problem and it even managed to surprise a few people in our convoy, including the Ferrari 360CS and M3 drivers; especially when it was spitting flames – one bloke in his 911 hit the rev limiter as he tried to pass because he was staring at the firey exhaust pipe too long!

Didn't see any other 900s on the trip this year, not even European ones, so we generated lots of attention from the locals, no doubt down to the excellent sticker job by my co-pilot. Had to disappoint one man though who was on his hands and knees begging for a first gear burnout – unfortunately I've grown rather attached to my 'working' gearbox!

Since last time I have been to a few events – the most recent being the Donington Track Day organised by Wes and Karl at Nottingham Saab. I did see quite a couple of 900s on track and all survived the day, gearboxes intact. Also attended an Essex meet – part of a general classic car meet. It was well attended with a wide variety of cars on show including three 900s. Not including my own there was a Ruby with some performance tweaks and a beautiful flat-fronted T16s. Hopefully I'll be able to make a few more of these and see some more 900's.

That's it as usual, if I can help at all please just write, e-mail or phone.

Graeme



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E-mail johnthecrook@btinternet.com



It only seems two weeks ago that I sent my screed off for the July/August issue and am now slaving over a hot keyboard again.

At the moment the register is bare, although I do get e-mails and telephone calls asking if I know of anyone who wants a very nice 9000 as they have one with low mileage, etc and want it to go to a good home. I am afraid e-Bay is my answer, as we do not own a large car park area!

We are clearing out our attic pending the restart of my other hobby, model railways, I came across my 'Certificate of Proficiency' issued by the Royal Automobile Club in conjunction with the Auto Cycle Union. This I received when I completed my training to ride a motorcycle, it is dated 22 November 1959, this means that I have been blighting European roads for fifty years next year!

Peter Turner's chat in last month's issue made me think way back about those fifty years. According to the article Peter and I are of about the same age, and he surely remembers how often a decoke was carried out. The Velocettes that I rode were single cylinder of 500cc, thus the cylinder dimensions were similar to Saab engines. A decoke was carried out at 20,000 miles maximum and this involved chipping away hard carbon deposits from the combustion chamber, pistons, valves and exhaust port, then polishing the whole lot so that the carbon chipped off easier next time. A couple of months ago I put new piston rings in my Moto Guzzi motorcycle as it has done over 100,000 miles, again, the cylinder dimensions are similar to the 9000. I was impressed by the state of the piston and chamber for all that I did was to wipe away the combustion deposits with a rough rag and there was the bare metal! This cleanliness is due to the additives that are put into modern fuels.

The supermarket fuels do not have all of these additives in order to keep the price down. I find that both car and bikes go better on non-supermarket fuels, performance is up and the mpg is improved and I don't fancy decoking every 20,000 miles!

I have just been reading the motoring section of the Daily Telegraph. I came across a letter complaining about potholes in a road that caused £1000 suspension damage. Apparently the car owner was told that the road was inspected annually and the council could not be held responsible for the state of the road between inspections! The state of our roads has deteriorated over the last

twenty years, at one stage I was employed by Suffolk County Council on the roads department and the boss of the unit told me that each year his budget was cut so as a result potholes and other 'minor' repairs were left until serious complaints arose. During the early 1970s I went to various Formula One meetings on the continent and noted the general bad condition of the minor roads, especially in France. Last year we went to France and it was noticeable that the improvements of the minor roads made one realise that the 2CV should now be produced in this country.

To end on a happier note, towards the end of July I had to go from home (near Ipswich) to Sleaford, round trip of 300 miles. So I got out the calculator to find out whether to take car or motorbike. After much button pushing I found that at 30mpg the Saab would use 10 gallons (45.6 litres for the young Saab owners!) and at 45mpg the Moto Guzzi would use 6.5 gallons (29.5 litres), no argument as to which one to use on a bright summer's day. I have not done a long trip on the bike for three years but the Guzzi is like an old Saab and the comparison with the comfortable pair of slippers, arriving home after nine hours (including a one hour break) I found that I was only marginally tired. As a bonus, using the Guzzi meant that I was able to overtake at places that would be impossible in the Saab thus cutting out the 'queue stresses'.

Just heard of a 9000 Aero auto going for £300, apparently needing new discs and pads, it has leather seats and all mod cons for that model. I have got £300 but I need about two acres (sorry, 0.8093561 hectares) to keep all these allegedly excellent condition cars! Mentioning metric units, apparently the EU told the British Government to change from miles to kilometres and the government, for a change, gave a reply that included the cost of changing signs etc and would the EU pay? Britain was deafened by the lack of reply from our Brussels masters. They probably remembered their request, about twenty-five years ago I think, for us to change to driving on the right. The cost for that then was in billions. I will not go into details, sufficient to say to you look at the Armco barriers they all have to be re-fitted.

Don't forget your Membership Number when communicating with me. Happy Saabing

John

9-5 REGISTER



THE TIMES THEY ARE A CHANGIN'

CLEARLY FOSSIL FUEL PRICES ARE ROCKETING AND WITH THE COST OF TAX GOING UP AND HORROR STORIES FOR THE PLANET MAYBE IT IS TIME FOR US TO ALL START LOOKING AT ALTERNATIVES.

As I write this, pressure is mounting over the classification of 'dirty' cars. By the time you read it who knows what will have happened. So if petrol is so dirty what are the options? At this stage we certainly aren't about to start suggesting that everybody bins petrol and somehow converts their 9-5 to run on steam, but there are pretty well documented alternatives. With petrol prices going up all of the time there is a reasonable amount of people on the 9-5 register who have already opted out.

Diesel – Saab was somewhat slow to adopt diesel compared with many other manufacturers and even slower to add it to the 9-5 (still nowhere near as slow as they were to add it to a convertible though!). Now, accounting for what I recently heard described as a 'reasonable' percentage of sales. The first official opt out option. The debate continues on whether diesel is actually cleaner than petrol or not. The facts remain that fuel consumption is typically around 30% better, which even though diesel is currently rising in price faster than petrol still makes it cheaper to run. With the introduction of the twin turbo TTiD in the 9-3 and fingers crossed for this to land in a 9-5, this is not necessarily a slow option and does give incredible torque.

LPG – Whilst not being the official opt out, LPG Saabs have been running for years. A car will need to be converted to run on LPG



and there are still some forecourts that don't stock it. A costly conversion, but can pay back as quick as 12 months with average mileage. Good and bad reviews in existence. Typically most stories either tell of an egg cup full going three times round the world or how at first turn of the key the engine blew up. We know we have quite a few LPG cars on the register so if anybody would like to offer a long-term realistic review we would love to print it.

Bioethanol – Typically within Saab circles known as BioPower. A fantastic review was offered by just about everybody at the point that BioPower was launched and even Richard Branson jumped straight into one. Unfortunately for Saab bioethanol began to receive some bad reviews following calculations along the lines of if every vehicle in the UK was powered by bioethanol, every square inch of the UK would need to be dedicated to the crops to fuel them. Some suggested even worse. There is an absolutely fantastic amount of information of bioethanol on the Internet. If you are interested look at www.saabbiopower.co.uk for more info. What is clear about fuel issues is that diversity is the key. Not everybody in the country driving a BioPower 9-5 is not realistic (we couldn't cope with the register if that happened anyway!) but yes, maybe BioPower does have a place as one of many fuels used to propel our chosen form of transport.

Biodiesel – Really not a common one in this country although I do remember a story a while ago about, I think it was Swansea, where news got round pretty quickly that one supermarket was selling really cheap vegetable oil and that this could be used to fuel diesel cars. It took some time for the supermarket to realise why they outsold every other branch and also why the town began to smell like a chip shop, but people saved a fortune. There is loads on the Internet about the subject of biodiesel, in particular that if you

use vegetable oil in your car it is perfectly legal as long as you pay the duty that you would have otherwise had to hand over on diesel (no it doesn't work the other way round if you decide to cook chips in diesel). Before you all rush to the supermarket to fill up on fat please, please research this one thoroughly. If anybody has any experience of running a Saab on biodiesel please let us know as pretty well everything I have managed to find seems to be long-term bad news, in particular meaning replacement pumps. Try this at your own risk!

So does anybody know of any others? Clearly fossil fuel prices are rocketing and with the cost of tax going up and horror stories for the planet, maybe it is time for us all to start looking at alternatives. If you have any experience either technically or just through personal use of any of the fuels mentioned here, please get in touch with us especially if you can help with the long-term pros and cons of them. Before we move on to registrations, those of you who watch 'Top Gear' will have probably seen a BMW following a Toyota Prius round a track with the end result being that the BMW achieved a better MPG figure than the Prius. Right or wrong as a form of testing it, they did have a valid point that the way you drive does affect your fuel economy. Driving at 50mph you use approximately 30% less fuel than driving at 70mph and if you leave a big number 11 on the road at every set of traffic lights, not only are you wearing out your tyres quicker you could be using up to 60% more fuel than when you are cruising.

So for this time I am afraid that's it. Over the years we have put a fair few words into burning fuel and getting from A to B as quickly as you can so it's probably now time to balance this up with a look at a few green issues and also, as often goes along with saving the planet, saving your hard-earned cash. Please do contact us with any issues or experiences you have on alternatives to petrol or even other ways to improve your fuel consumption.

Tim

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9-5 REGISTER

On the subject of opting out from petrol, Mike Plant has registered his 9-5 with us:

"An apology for not registering my Anniversary 9-5 1.9 diesel Vector Sport Estate in Titan Grey with black interior, purchased new from the nice people at Squire Furneaux Saab at Welwyn Garden City in June 2007.

"This is my third 9-5 – I think this time I was seduced by the super seats and probably the sat nav although I am a map-man at heart. (All men are really, we just use the sat nav to check that they know where they are going as well! TB) Nice comfortable motor which ticks all the boxes – comfort, safety, driver visibility, style, perkiness (although the diesel turbo lag on take off is disconcerting), boot storage space, good headlamps, fuel consumption, road holding.

"The only disappointment is the road noise. OK, I shouldn't have chosen the Sport version, but it does hold the road well and the seats are good. Next time perhaps I'll try something else unless the new 9-5 fits the bill. Has anyone any experiences of reducing the road noise with different tyres – Continental are fitted currently. Does anyone else think the 9-5 is noisy?

"Fuel consumption is about 25% better than the 2.3 petrol I had before, so worth putting up with the lag. I thought the rain sensitive wipers might be a bit of a gimmick, but they have turned out well and seem to cope well with a variety of rainfalls. Park assist is brilliant as long as the radio is not too loud. Keep up the good work with the 9-5 register."

Thank you for your comments Mike and superb timing to mention your fuel consumption. It's never too late to register so please don't feel you need to apologise.

Alan Shinie from Aberdeenshire wrote to us to register his 2.0LPT Vector:

"No folks, I didn't buy a 2008 plate 9-5 in March, but swapped my Red 9000CS LPT which had covered 118,087 miles on 3 June, for a Midnight Blue 2003 9-5 Vector with cream upholstery which had 45,611 on the clock (from Western SAAB, Perth). This is my fifth Saab, the others having been 2x900s and 2x9000s all second-hand – for at the tender age of four score years and four, it isn't worth my while buying a new one just in case! As I really missed the Park Assist on the 9000CS, Bosch specialists Kirkhill Auto Services of Dyce, Aberdeen, fitted a kit which was more affordable than the quoted Saab model. Although pleased to join the 9-5 Register, it was quite a wrench to part with the trusty old 9000 as well as deserting that 9000 Register (with apologies to John Crook!)."

Don't apologise for coming over, it's the natural progression and we won! At your tender age of four score years and four it is a pleasure to have you here.

Geoff Gale has changed his car:

"I have replaced my 2005 Silver 9-5 Vector 2.3 LPT H15 DMG with 2008 Fusion Blue Saab 9-5 Aero, also H15 DMG or at least it will be once the paperwork comes through. The Vector had done just over 38,000 miles in 33 months without the benefit of many long runs. The Aero is a much better car, even after just 20 miles, more a replacement for the 9000CSE Turbo that I had for seven years than the Vector could ever be."

Thank you for letting us know Geoff. Pleased to hear you are pleased with your new purchase. Very nice colour as well.

Andrew Littlewood e-mailed us:

"Just to let you know I have changed my car. Reading May/June edition you shamed me into it! I did buy a 2008 plate 9-5, but at the end of March! Sorry not to have let you know before now, Tim. To make matters worse, I missed the deadline for going to print in May as I was on holiday!

"Anyway, that aside, the latest car is an updated version of my 'old' one (Reg KN05 AAJ), though not so old at three years and 35,900 miles on the clock! This one is another Aero (Reg YH08 OER) but in a slightly different shade of Silver ('Snow Silver') and I have gone to the expense of adding a rear spoiler. Definitely improves the look from the side and rear I think. Love the two-tone interior, both in the leather seats and in the steering wheel and dash. Notice it's only got two heat settings on the front seats instead of the previous three, which tradition has it scorched our pants! It's not been cold enough to feel the need to try out the hottest setting to see if it is as powerful. The car comes with Saab Park Assist sensors; Autodimming Interior Rearview mirror; Cruise Control (agree with you Tim about this making you feel less tired when motorway work is the main part of your journey and it takes the worry out of the average speed camera stages); a great Harman/Kardon audio system and very stylish ALU74 17" five-spoke split alloy wheels that help to make it look distinctive. Also, enjoying the electric folding door mirrors, which means I can easily drive it up and down the narrow drive without catching the privet hedge which belongs to next-door or the cage around my central heating duct! Rain-sensing windscreen wipers are proving useful and a good addition and allow you to concentrate on the country road if it's showery, but fear they are making me lazy! I climb into my partner's Subaru Impreza WRX occasionally (just occasionally mind) and realise there are none of these creature comforts!

"You mentioned some useful little extras that might be worth considering for your second-hand car. I bought some of these a while ago and have transferred these across, as I can't do without them! They fit in the boot – a bag holder (a mesh that attaches to the right side from front to back); a tidy box (shaped to fit in the alcove on the left side) and a rubber mat. All are very useful to stop items sliding around rather annoyingly in the cavernous space. But... am not very pleased that there is now only one reversing light! And... as I mentioned in your column a couple of years ago when I upgraded to KN05 AAJ, there is no warning triangle supplied as standard – just a depression in the boot lid where it should go! Sorry to bang on about it, but it does mean that if you take your car abroad, you have to remember to purchase one, as it's a legal requirement in so many EU countries. I would have thought it would have come higher up on the Swedish car manufacturer's list in order to protect driver and passenger safety in the event of an accident or breakdown. C'mon Saab, surely you can stretch to that on a 9-5 2.3 HOT Aero – this is meant to be the flagship model of the whole range isn't it? Many other prestige marques do!

"That aside, it's a great car and it's the first time I have ever owned a brand new one! Got a good deal from my local dealership, where I successfully negotiated close to a third off the RRP with a 'buy now pay in three months' time' scheme."

And finally Alan Shore:

"Your plea touched my heart! After several years of Saabing I thought it was time to register. I have always bought ex-company cars from one source or another. Actually my brother started me off with his 900 EMS, then his 900 Turbo. After that I had a 900i which I bought from the late Glenn Sampson. That was followed by a 9000 Turbo which was sold by me to some (allegedly and unknown) criminals and used for garage robberies. All of these cars I sold on with mileages around the 150,000 mark and no problems. Then came another 9000, this time an automatic 3.0 litre V6 with the General Motors engine. This car served us well as we were bounced and spun off the motorway one day by a continental leviathan with left-hand drive and no proper offside mirrors. We were very shaken and very stirred, but the car had barely a scratch on it. An ex-police driver friend following in his small Italian car remarked that if it had been him, his car would have been on its side and he and his passengers would have undoubtedly been killed.

"When anyone asks why I prefer large cars I tell them about this event and the added security that is given. The car was great but I never liked the brakes on it which I felt were not as good as the earlier model. The advantage of the American engine though is that spares, should you ever need them, are relatively cheap, compared with the Saab engines. But now I have the year 2000 9-5 3.0 litre Turbo Automatic V6 Griffin, a truly magnificent vehicle, again sourced from a company with about 40,000 miles on the clock. How else can you buy a five-year-old vehicle for £4,000 which originally cost in the region of £34,000?

"This engine must be de-tuned as it only produces 200BHP, but with the S button pressed on the gear shift it doesn't feel like it. A trip in a 2.3 Aero did not feel any quicker, just harder and more uncomfortable! This engine is not as thirsty as might be expected. Having now given up on the SID and started using fill-up figures, a long run will see 35mpg and general town/motorway will give 25/27mpg. This, of course, is if you leave that S button alone! Town only use would obviously be much less, but being of the free bus pass persuasion I try to avoid that.

"As all 'bells and whistles' are included it is difficult to be critical, but, the pop-up wind deflector in the opening roof does create some noise which need not be there. It appears to lift too high and pulling it down by approximately 2mm makes a big difference. Is that picky or what? But I honestly can't think of much else. The SID comes and goes in parts and I don't find its consumption figures to be particularly accurate, but I can live without that. Heated seats are the norm for Saabs but I thought fan ventilated seats were a bit OTT until I experienced them in very hot weather, they are great!

"In three years all Richard Elliott and his excellent Saabtec team have done is service it annually and replace a crankshaft sensor. The belt was replaced before my ownership but will need doing again soon as the car is now approaching 80,000 miles. Reading all the invoices for service and work done by main dealers whilst in company ownership is frightening and shows the value of using the independent Saab garages like Saabtec.

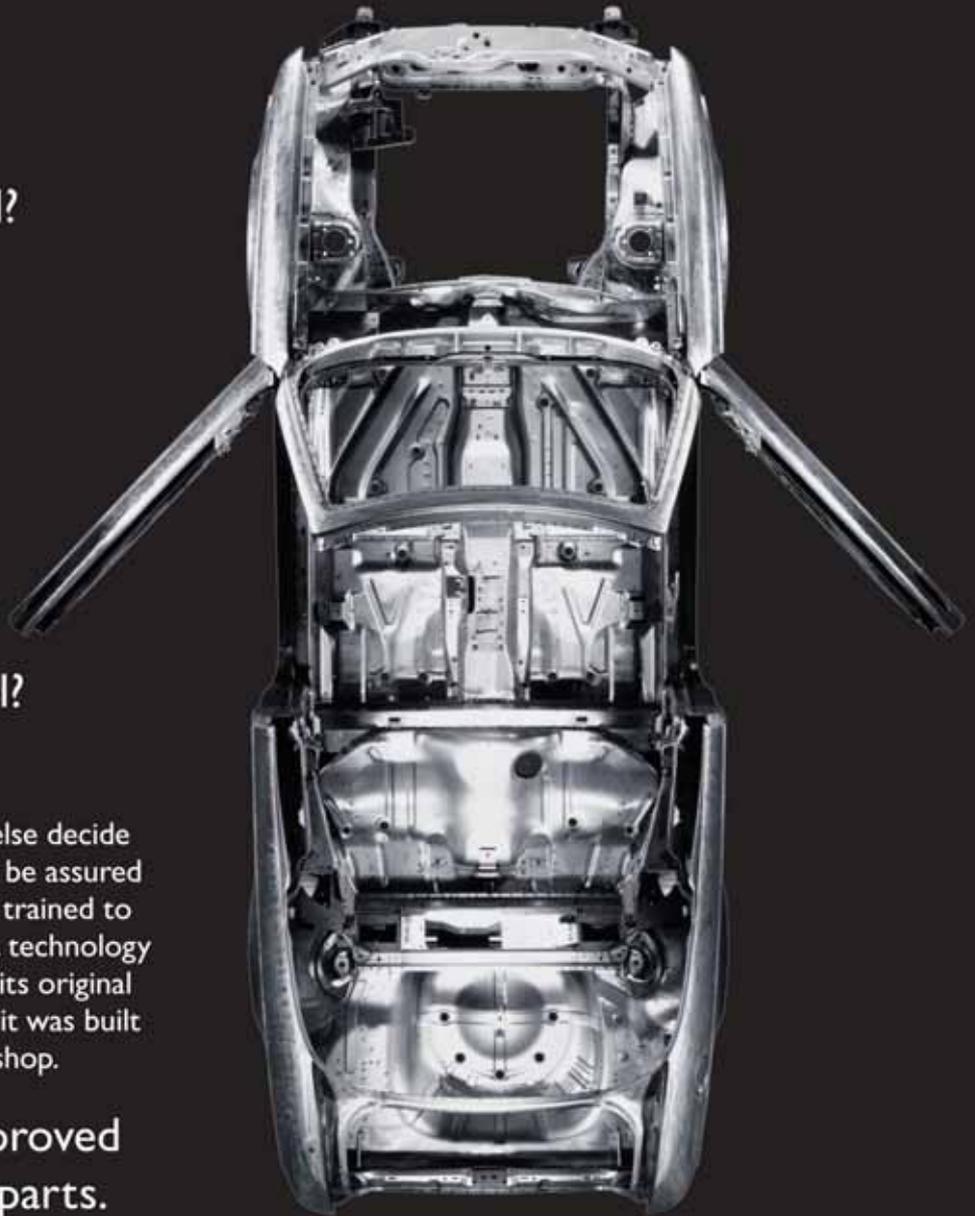
"I would have said that this model is probably the best that Saab has ever created, but then I haven't tried the latest generation. My policy for many years has been to buy large luxury vehicles second-hand and take advantage of the depreciation. This generally has worked well, apart from a V6 Dagenham disaster years ago. Costed against new and smaller vehicles you can buy an awful lot of petrol for the many thousands of pounds difference in price and you have the added comfort and security of the larger vehicle."

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

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Viking Classic Rally 2008

Sunday, 1 June

2008 saw the third running of the Viking Classic Rally, competently organised once again by York Motor Club. The start venue had been changed compared to the previous two years due to the hotel having changed hands and the new owners seemingly not up to coping with such an event. It was rumoured that their food wasn't as good as their predecessors either! Thus we gathered in part of an industrial estate on the north-east of the city, but with handy filling stations (see later) and Scrutineering bays under cover!

Ours was the only Saab this year, the promised return to competing by Colin Wallace/Kermit having been delayed, but there was the usual mix of cars including a BMW and an Alfa Romeo amongst other more popular marques.

The forecast for the day was 'warm and sunny', so I suppose it shouldn't have been much of a surprise to find the day actually dawned wet and got progressively wetter and wetter during the morning! It transpired that the weekend clashed with a Race Meeting at York Race Course, so finding suitable accommodation had been something of a problem – my co-driver, Ian Whittle, and I ended up staying in a Premier Inn in Leeds, being the nearest to be found!

Still, we got to the start venue in good time, had no problems with scrutineering, checked we had plotted the route correctly and settled down ready for the 'off'. There were some new tests and some used in the past, but overall the impression was that not only were the tests VERY muddy, but also the early ones in particular were rather rough. I have to say that the 96 had no difficulty with the roughness, and in fact faired better in the mud than if all the Tests had been dry. Alas we probably don't do enough events to keep right on the ball, so made a few errors along the way – when the tests are timed to the second such lapses are rather unforgiving! We did suffer as well from the usual problem of just not having enough power, compared to lots of other competitors, but on the other hand the car ran faultlessly all day (other than the mixture screw on the carburettor which kept adjusting itself over the rough –

easily fixed by a quick half turn with the screwdriver!). A number of competitors didn't fare so well either with mechanical troubles or breakages, sliding off on the mud or in one case slightly rearranging the front panels.

As last year there were also two Regularities, run in a mixture of 30mph and 20mph average. We would have done quite well on these if we had read the instructions correctly – we did wonder why we had caught the car in front until we realised (of course, too late) that we were in a 20mph phase; not a 30mph!). Still, the Regularities didn't count towards the main event so not too much was lost.

At the end of the day we were about three-quarters of the way down the results; probably about where we would have expected, but more importantly we'd had

a thoroughly enjoyable day's sport.

And so to the filling stations mentioned earlier. As I managed to do the whole event without refuelling, I was relying on getting petrol from one of the nearby premises before driving the car back home to Durham – unfortunately I don't have the luxury of a trailer to transport the car on. So imagine my dismay when I found they had all closed at 6.00pm, while I was in having my meal! I had visions of running out of petrol on the way back, which would have been a disaster as I was due in work early on the Monday morning. Fortunately I found a Tesco which was just about to close.

So there we are. An excellent day's entertainment and all thanks once again to York Motor Club for putting on such a good event.

John Wood/Ian Whittle

Car		Driver	Codriver	Class	Test 1	Test 2	Test 3	Test 4	Test	Test	Test	Test 11	Test 12	Test 13
22	ohn	uddoc	Sarah uddoc	H4	34	122		141	1		11	1 1	121	3
23	ohn	Haygarth	ynn Haygarth	H4	43	12		12		1 1	1 1	12 1	1	42
11	David	uddoc	Kevin Carruthers	H3	3	13	2	1 113	2	11	11	1 1 1	1 1	1
1	ndy	Smith	Sam ain right	H4	34	1	1	2		4	1	13 1	1	1 4
4	an	Cur en	Bo Hargreaves	H1	4	13		11		11	123	1	141 1	2 4
2	ndy	Beaumont	an Gi ins	H4	3	2	3	1 2	2	122	114	1 1	14	4 44
24	Joseph	Hardy	Doreen Sunter	H4	3	12	4	14	12	2	142	123	1	134 1 3 43
1	Kevin	Clar	Tom eeming	H4	3	122		2	1	1	114	2	1 3 2	132 1 1 43
2	Dan	inson	Mi e Ogram	H		13	4		11	2	12	122	1	1 1 3
3	Barry	ong	Malc S il ec	H1	41	13	1	3	12	1	12	141	1 3	142 1 1 1
1	ndre	raser	Burns a e raser	H4	4	13	4	12	12	1	144	1 1	13	4

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DOWN THE RESULTS;
PROBABLY ABOUT
WHERE WE WOULD HAVE
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IMPORTANTLY WE HAD
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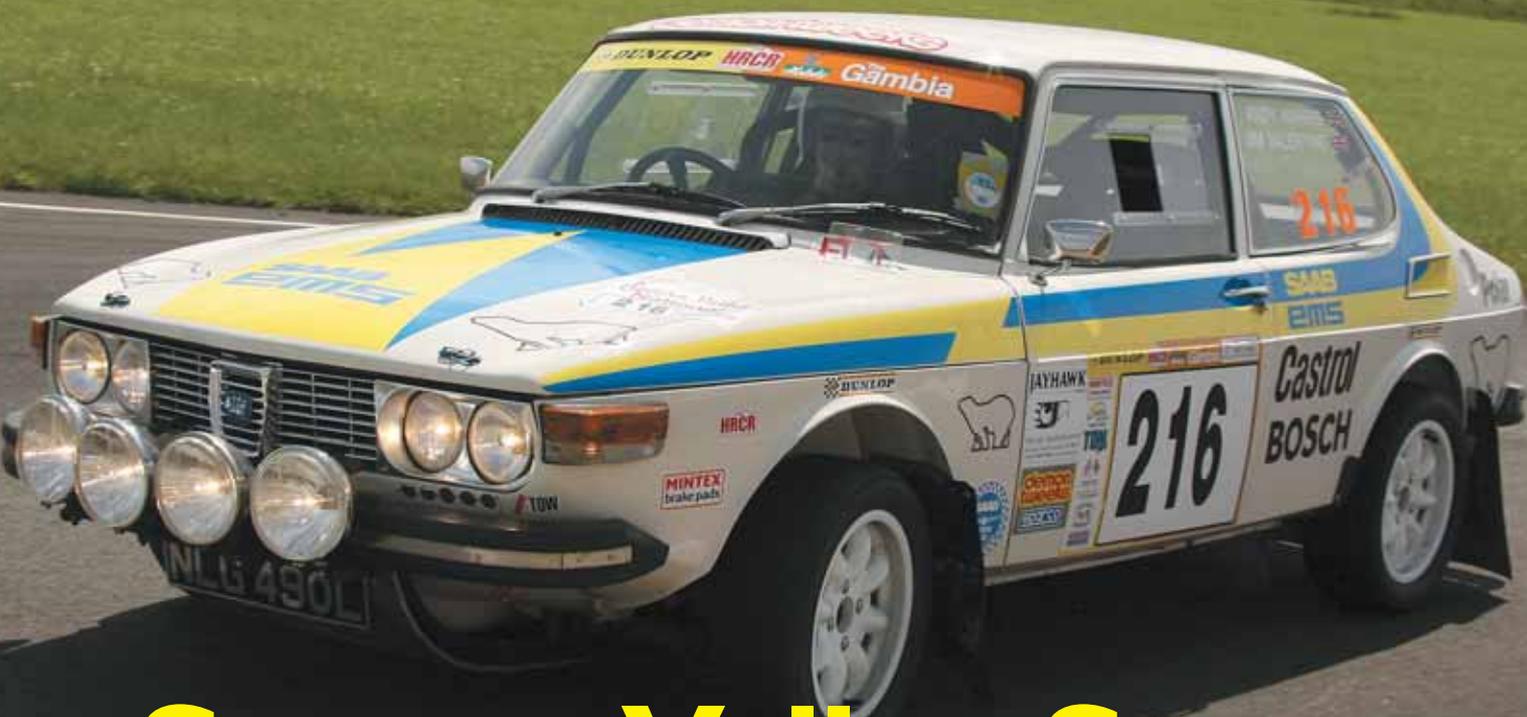


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MOTORSPORT

The Polar Bear apexing the corner at the end of the long straight, Llandow Circuit.



Severn Valley Stages

31 May 2008

Team Jayhawk

Jim Valentine & Andy Harris

The Polar Bear lives! After a lengthy period in hibernation the Polar Bear has risen from his/her slumbers and started the process of testing this year, prior to being used in anger next year.

Malbrad Saab have done an amazing job. They have stripped a 99 donor saloon car down to the shell and built it back up into a potentially class-winning car. Sadly they only have me driving, so don't hold your breath for any trophies just yet. I am sure you will see articles on the build process elsewhere.

As with any new-build rally car it takes a considerable amount of testing to get the car useable, and then further refinement testing to get the most out of it. Time was short with just a day's testing at Blyton to see how she went before the Severn Valley Rally at the end of May. Unfortunately early progress was hampered by ignition problems, these only manifested themselves once the engine had got hot. After a lot of trial and error we finally traced the problem to the Lumination ignition pack. The other minor, ahem, problem was that the rocker cover refused to contain the oil thrown about at the top of the

engine by the cam which is both smelly and a real fire hazard.

So we entered the Severn Valley Rally to just run in Andy Harris, the new navigator, and test the car. I was grateful for a finish, we had ignition problems and she wasn't running right throughout the event. There is loads of detailing to do to the car: it would be nice to have an engine that revved, a gearbox you can select first in, brakes with some feel, a handbrake that was attached to the car, the ability to heel and toe and so on. I guess if we'd finished any higher we'd have been overdriving an unknown car (sounds better than we went dead slow doesn't it?). It'll be interesting running in a class of fifteen runners, it really gives you nowhere to hide... I am hoping for steady, non-crashing, improvements in car and driver. We've got about a minute a mile to make up on the class, there is plenty to be had from the car and, sadly, as ever, plenty to be had from the

driver. If all goes according to plan our rallies should be finishes with steadily improving times. At the end of the Severn Valley we were lying 13th with a finish and no body damage which is fine, but a long way off the class pace which is bad.

The next outing for the Polar Bear will be to the Tour of Flanders on 13-14 September, a couple of firsts for me, my first international event and the first on tarmac. Bizarrely, as we are based in London, Flanders, despite being on the other side of the Channel, is my local rally! It will be an intimidating event since any mistake is immediately punished by the stage layouts – concrete telegraph poles and ditches on both sides of the road, particularly on the outside of corners. I know plenty of people who've come a cropper there. We'll aim to creep round and just get a feel for the car on tarmac and see how they rally in Belgium. Everyone says the atmosphere is electric with the whole town given over to the event for four days and a snack bar on every corner. I am going to have to try very hard to keep the car sunny side up or I will just not be doing my part of the teamwork.

What's happened to the 96 Two-Stroke? Don't worry, for a change I have managed a whole year without destroying a rally car. The Two Stroke, which is a Bullnose whatever Mr Morris's prior claim, is alive and well and will be out on the Roger Albert

MALBRAD SAAB HAVE DONE AN AMAZING JOB. THEY HAVE STRIPPED A 99 DONOR SALOON CAR DOWN TO THE SHELL AND BUILT IT BACK UP INTO A POTENTIALLY CLASS WINNING CAR. SADLY THEY ONLY HAVE ME DRIVING, SO DON'T HOLD YOUR BREATH FOR ANY TROPHIES JUST YET.

Clark Rally on 14-17 November looking to defend our first in class from last year (ie hoping no other cars sign up in class). The event has an interesting website at www.rogeralbertclarkrally.org/ and the spectating should be first class with floodlit stages at Temple Newsam in Leeds on the Friday night through into the Yorkshire forests on Saturday. The Scottish stages on Sunday are beautiful and Monday sees a return to Kielder before a ceremonial finish in Carlisle. Do come and do say hello if you do.

I have to finish with a massive thank you for the hard work done by Steve Broadhead and all his team at Malbrad Saab to bring the Polar Bear to such a high standard, thanks boys.



Flat out at Aintree

28 June 2008

28 June at around 7.30 hours, arrive at Aintree ready for scrutineering.

A week's preparation on the 99 rally car, for my first sprint event for over eighteen months. As we waited for the car to be checked over, it gave me a little time to wander around the paddock.

'Sprint events' allow all manner of cars to participate in a competitive, timed lap session.

The TR7 V8 was the nearest comparable car of the 99s era. So if nothing else, I was proving consistent, yet still over half

a second from my best time around Aintree.

Hopefully, next time I should be in a 'Clarion 99 Turbo Rally Replica'.

Watch this space.

Thanks again for the support from the Saab Owners Club

Julian Davies

	Run 1	Run 2	Run 3
TR7 V8	57.55	60.48	58.54
99 EMS	58.45	58.52	58.42

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96 V4

96L 1976

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90



90 Cherry Red

1984 'B' 2 door. Unique gold coachlines. Saab dealer-maintained from new/comprehensive printout prior SORN covering 18 years' ownership. Untouched engine/gearbox, no known problems. 181,000 with Mobil 1 since 50,000. Unleaded fuel. Starts first time! Body very good for age, paintwork needs TLC/polishing. Front panel has strip of 'holed' corrosion above bumper/below grille. Requires headlining/rear sidepillar trim re-coverings. Gauges/Spots/fogs. Saab Minilite Alloys good condition/slight discolourations. £850 ovno. Graham Tel: 07711 642840 (Blackpool).

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900 SE

3 door, 2.5 V6 Automatic, 1995 (N). 82,000 miles. Tax and MOT 30 September 2008. Excellent condition and running order, full service history, owners manual, etc. Dark Green, grey leather upholstery. Reluctant sale for family health reasons. £995 or reasonable offer. Tel: 01387 820848 (Dumfriesshire).

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9000

9000 CSi White

5 door hatchback, 1985. Petrol, manual, electric windows. Reasonable condition, alloy wheels. 100,000 miles, 1994. MOT to April 2009. Taxed to November 2008. Full history. Tel: 07533 237513 (Cardiff).

9000 Aero 2.3 Turbo

Manual, late 1993, 'L' Reg. Imola Red/rocky black interior. 118,000 miles. Only two owners. MOT April 2009, non-TCS model. In excellent condition, cherished example, used as second car. Selling due to purchase of Classic Convertible. £1995 ono. Tel: 0161 3382423 or 07971 565398 (East Manchester).

9-3



9-3 Automatic Metallic Blue

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9-5



9-5 'Hot' Aero 2003

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Cars Wanted

Saab 9-5 Estate 2.3

Preferably eco power with low mileage. Automatic. Petrol. Budget £6,000-£8,000. Must be pristine condition. Tel: 01628 478443 or e-mail: davidreg@talktalk.net (Marlow).

Bits and Pieces

96 V4

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Saab items for Sale

96V4 jack, three original bottles of two-stroke oil. 900 front grill. 1967 V4 workshop manual. 1980 99 workshop manual, 95/96/GT750 workshop manual. Saab Sport workshop manual. Saab Sport spare parts manual - Sections 5 to 10. 1965 Saab Owners Manual plus Saab Sport photocopy addendum. 1963 Saab Owners Manual, Saab Sport sales brochure. Various Saab sales brochures. FOC and various SOC mags 1990 to 1998 - 58 off - FOC. Tel: 0121 7062670. Mob: 07986 249653. E-mail: barry@hocking99.freeserve.co.uk

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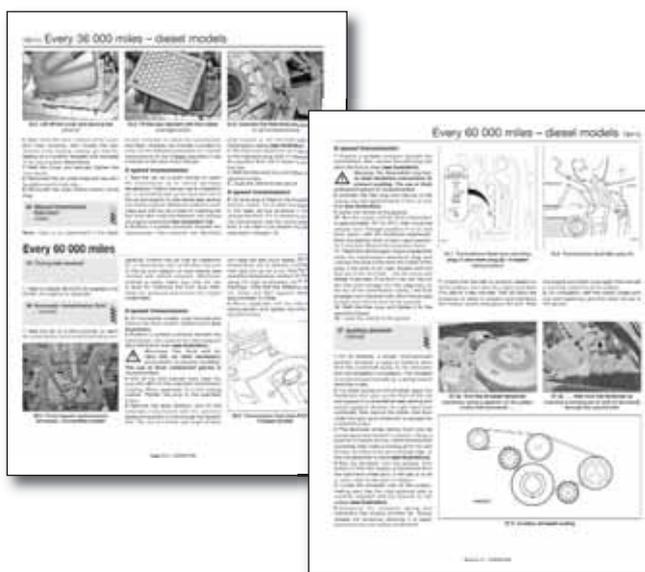
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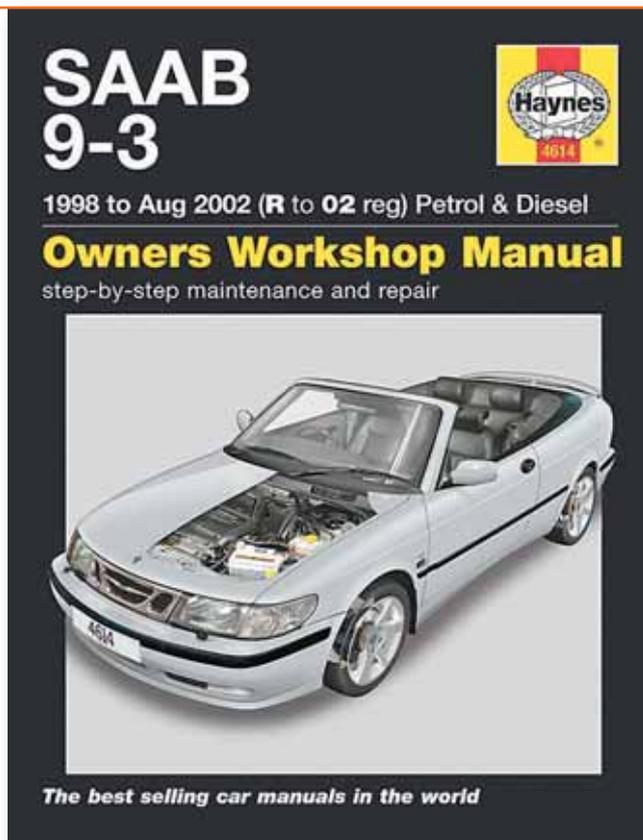
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