

SEPTEMBER/OCTOBER 2009 ISSUE 5 £5.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



## INSIDE

PEAKS AND DALES 2009

THE NATIONAL 2009 REPORT

TREASURER'S REPORT AND  
ACCOUNTS

MOTORSPORT  
Reunited after 15 years



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

# It's worth much more than the paper it's written on.



Unfortunately, accidents happen. When they do, don't let someone else decide the quality of your repairs. When you choose a Saab Approved Bodyshop you will receive a Saab repair certificate giving you peace of mind that original Saab parts and repair methods were used.

Your parts and repair are guaranteed and it also certifies the continuation of any warranties that you may have on your vehicle.

**Always insist on an Approved Bodyshop and genuine parts.**

If it's not repaired at a Saab Approved Bodyshop can you really be sure?

For your nearest Saab Approved Bodyshop  
call **0845 300 9395**.  
[saab.co.uk](http://saab.co.uk)

**SAAB**  
move your mind™



14



28



42



56

# CONTENTS

- 6 STEERING WHEEL
- 8 ROBIN'S REVIEW  
The Saab Report
- 10 IN THE NEWS  
Scrapage Scheme must be extended
- 14 PEAKS AND DALES 2009
- 16 CAR CLINIC
- 18 NOTICEBOARD
- 20 WHAT'S ON
- 22 AROUND THE UK
- 28 THE NATIONAL 2009
- 31 THE TREASURER'S REPORT AND ACCOUNTS  
Year ending 31 March 2009
- 40 9000 FRANCE
- 42 GENEVA MOTOR SHOW
- 46 REGISTERS
- 54 CLUBSHOP
- 56 MOTORSPORT
- 59 TRAVEL CLUB  
Two Week self-drive tour in South Africa
- 60 PRODUCT OFFER  
Miracle One-Year Mirror Shine Kit
- 62 CLASSIFIED

FRONT COVER: Alex

Please state your Membership Number on all correspondence

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

© Copyright 2009 MYPEC Ltd ISSN 1477-2604

## ANNUAL GENERAL MEETING

Saturday 10th October 2009 – 12.00 noon at  
Bond Street Select, Cropston Road, Anstey,  
Leicester, LE7 7BP.

From North M1  
J22 A50 to Leicester, 3rd island left on A46  
Follow signs for Anstey

From South M1  
J21A onto A46, 2nd junction,  
follow signs for Anstey





Authorised Treatment  
Facility for ELVs

# NEO BROS



Recycling SAAB  
Parts since 1990



## Saab parts

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

### New SAAB Parts

We stock over £500,000 worth of new Genuine SAAB parts including Filters, Brakes, Engine Components, Electrical Components, Suspension, Lights, Accessories and MUCH MORE...



### Used SAAB Parts

All used SAAB Parts are tested, cleaned & shelved and offered with warranty. We stock all components for all models including Engines, Gearboxes, Electricals, Panels, Lights, Interiors, Alloys etc...at competitive prices in our 18,000 sq foot warehouse.



### SAAB Workshop

Full SAAB Workshop Facilities incl. TECH 2 Diagnostics, Servicing and Repairs



### Performance Tuning by **Map Tun** performance

- ECU Upgrades
- Brake Upgrade Kits
- Performance Suspension Kits
- Performance Exhaust
- Silicone Hose Kits
- TUNING WHILE YOU WAIT!!!

Unit 23 Monro Ind Est, Station Approach, Waltham Cross, Herts. EN8 7LX

Neo Brothers **FREE** Membership Card  
Receive **10% Discount** on NEW & USED

Name: .....

Address: .....

Post Code: ..... Telephone: .....

Email: .....

Model: ..... Reg No: .....

Chassis No: .....

Terms and  
Conditions Apply.  
See website for  
details.

01992 719 280

SAAB PARTS

## FOR CLUB MEMBERSHIP, RENEWALS, CHANGE OF ADDRESS, CLUB QUERIES

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

## POSTAL ADDRESS

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

Club Insurance Schemes. Tel: 0800 298 4071

## IMPORTANT

Please quote your Membership Number on ALL correspondence

## CONTRIBUTIONS

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

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

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

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

Classified Advertisements  
– see details on page 62.

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

## DEADLINE DATES FOR CONTRIBUTORS

Nov/Dec 2009 ISSUE: 18th Sept 2009  
Jan/Feb 2010 ISSUE: 13th Nov 2009

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

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

## CLUB VALUATION SCHEME

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

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

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

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

## 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.

**CHAIRMAN** – Richard Elliott  
Phone: 01457 852944  
'The Quorls', 9 Wheatcroft,  
Hadfield, Glossop, SK13 2EN.  
[chairman@saabclub.co.uk](mailto:chairman@saabclub.co.uk)

**VICE CHAIRMAN** – Dave Garnett  
Phone: 01706 368724  
Gorseley Field House,  
Birtle, Bury, BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)

**VICE CHAIRMAN** – Alistair Philpott  
*Registers' Co-ordinator*  
Phone: 01653 697561  
Rivendell, Middle Street, Swinton,  
Malton, North Yorkshire YO17 6SR.  
[registers@saabclub.co.uk](mailto:registers@saabclub.co.uk)

## TREASURER/COMPANY SECRETARY

**Keith Copperwheat**  
Phone: 01692 535482  
Cobble End Cottage, Pennygate,  
Barton Turf, Norfolk NR12 8BG.  
[finance@saabclub.co.uk](mailto:finance@saabclub.co.uk)

## DIRECTORS

**Motorsport Secretary** – David Barrow  
Phone: 0151 510 0681  
27 Lilac Avenue, Widnes, Cheshire,  
WA8 6SX.  
[motorsport@saabclub.co.uk](mailto:motorsport@saabclub.co.uk)

## Information Technology

– Toby Field  
Phone: 01323 460363  
78 Foxglove Road, Eastbourne,  
East Sussex BN23 8BX.  
[it@saabclub.co.uk](mailto:it@saabclub.co.uk)

## Regional Groups' Co-ordinator

– Ellie Wilson  
Phone: 01527 403596  
43 Towbury Close,  
Oakenshaw South, Redditch,  
Worcestershire, B98 7YZ.  
[elli.wilson@virgin.net](mailto:elli.wilson@virgin.net)

## Derek Best

Phone: 01900 814317  
Longview, Central Road,  
Dearham, Maryport,  
Cumbria CA15 7ER.  
[derek@saabmail.co.uk](mailto:derek@saabmail.co.uk)

## Robin O'Connor

Phone: 01793 873179  
16 Thurney Drive,  
Grange Park, Swindon,  
Wiltshire, SN5 6EP.  
[robin@coconnor2002.freemove.co.uk](mailto:robin@coconnor2002.freemove.co.uk)

## Finance

– Keith Copperwheat  
Phone: 01692 535482  
Cobble End Cottage, Pennygate,  
Barton Turf, Norfolk NR12 8BG.  
[finance@saabclub.co.uk](mailto:finance@saabclub.co.uk)

## NON DIRECTORS

### International Liaison

– Iain Hodcroft  
Phone: 07976 314012  
330 Manchester Road,  
Tyldesley, M29 8NN.  
[international@saabclub.co.uk](mailto:international@saabclub.co.uk)

### Librarian/Historian/Press & Publicity

– Keith Long  
Phone/Fax: 01226 385139  
10 Byrne Close, Barugh Green,  
Barnsley, South Yorks S75 1NS.  
[history@saabclub.co.uk](mailto:history@saabclub.co.uk)

### Valuer

– Ken Dover  
Manor Heath, Manor Brow, Keswick,  
Cumbria CA12 4AP. Post only

### Shopkeeper

– Molly Kenchington  
Phone: 01780 720 541  
32 Kethorpe Close, Ketton,  
Stamford Lincs, PE9 3RS.  
[shop@saabclub.co.uk](mailto:shop@saabclub.co.uk)



We have been fortunate with good weather at many of the events that have been organised in 2009, let's hope it continues.

I attended the Lakeland Gathering in Cockermouth and the weather was glorious, the cars and the scenery were stunning. Thanks go to the organisers for an interesting event at a very picturesque location. You should try and attend this event in 2010 as it would make an ideal weekend break.

The 2009 National at Stratford on Saturday 25 July was a National to remember as the weather was nearly perfect and the venue ideally located with good facilities, more about this event on page 28.

We were joined at the National this year by Johan Bekkers with a Yellow Saab 95 V4 from Louven. In addition, Nicolas and Ellen Demuyne from the Saab Farm Oudenaarde in Belgium travelled with Etienne Morsa from Huy (International Liaison – Saab Club of Belgium) in a Saab 9000 CS. It was a pleasure to welcome our international friends.

Also I can report that the Peaks and Dales event had a record number of entries this year, some 39 Saabs and 84 Members toured the Peaks in Derbyshire and Staffordshire in June on yet another interesting route designed by Mike and Veronica, my thanks go to them – more about this event on page 14.

The developments at Saab continue, there is still a lot of positive feedback and many people at home and in Sweden appear very confident that Saab will continue as a premium brand and restore the individuality that maybe has been diluted over the last 15 years.

For your information the main points from the last board meeting on Sunday 5 July will be reported in the next edition.

We are still looking for a Member to take over the role of Finance from Keith Copperwheat, he will continue in this role until a replacement is found, he will also support this person until they are confident with all aspects of the position. If you are interested please ring Keith.

It was agreed to hold the AGM at Bond Street Saab in Anstey, Leicester on Saturday 10 October, hope you can join us. See the Report and Accounts on page 31.

Don't forget Membership recruitment is high on the agenda, it is still thought the best way to promote membership is through Saab specialists so that's where the main thrust of a membership drive will be directed, we have produced some posters available for display at dealers and specialists, contact Dave Garnett if you can help recruit new Members.

Finally, it is with sadness I have to report that Alan Patten has recently passed away. He was well known in the Thames Valley area, and for many years ran this local Group. His contribution will be sadly missed.

Richard Elliott

**VACANCY**  
**Treasurer/Finance**  
(experience in Sage Accounts would be useful)  
**PLEASE CONTACT**  
Richard Elliott Tel: 01457 852944 or  
Keith Copperwheat Tel: 01692 535482  
chairman@saabclub.co.uk

## FREE Internet Connection for Saab Club Members

- ▶▶ NO CONTRACT
- ▶▶ NO FIXED FEES
- ▶▶ NO HIDDEN COSTS
- ▶▶ NO LIMITED HOURS
- ▶▶ PAY ONLY FOR THE TIME ONLINE
- ▶▶ NO SET-UP CHARGES
- ▶▶ NO MONTHLY BILLS
- ▶▶ NO LOG-ON DELAYS
- ▶▶ UP TO 5 E-MAILS WITH 5 MEGABYTES OF SPACE

Log on to [saabmail.co.uk](http://saabmail.co.uk)  
or call **0845 145 2222**  
for FREE online connection services



An **ACE** Insurance Quote is on the cards.

Call 01376 573033

or visit

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

- ★ Multi-car **discounts** Terms & Conditions Apply
- ★ Limited & Unlimited mileage options
- ★ Europewide Breakdown & Recovery  
Limited Mileage Policies only
- ★ NCB not normally needed
- ★ Agreed values
- ★ Household Scheme available  
with car parts/accessories cover  
with a **10% discount** for existing  
policyholders



1985 **PBIS**  
PETER BEST INSURANCE

Authorised & Regulated by the Financial Services Authority

# Orpington Saab



**Full service only £95.00**

**Free collection & delivery  
anywhere on the South coast**

**Free courtesy cars available**

**Service also includes wash & vacuum**

**New & used spares**

**we will better any price**

**Mail order service available • All major credit cards accepted**

**Tel: 01959 574737 Mob: 07956 458323**

**Orpington Saab, Tatsfield Garage, 7 Paynesfield Road, Tatsfield, Westerham, Kent TN16 2AT**

**[www.orpingtonsaab.co.uk](http://www.orpingtonsaab.co.uk)**

# THE SAAB REPORT

Writing this edition of my review has been rather challenging. You are now reading the fifth version, the ongoing Saab situation has changed several times particularly since the beginning of August with some interesting stories emerging.

Several months ago Saab began talks with several interested parties, or so they would have us believe, however according to sources in Sweden it appears that GM were only interested in discussions with Koenigsegg and talks had first taken place over four years ago.

As we entered July all appeared well then cracks began to appear, questions were raised in Sweden. Will production stay in Sweden or will it move to a cheaper area?

Russia seemed a possibility especially as some of the new Directors have good connections there (read on and all will be revealed). There is also doubt that the Group has the experience to operate such a large car company, concern was raised as to the source of a portion of the finance.

The group has stated that they have a long term ownership plan, they intend to concentrate car production in the Trollhättan area and they intend to create a strong company that will survive in the international market, if that is the case why are they reluctant to give employees any long term guarantees of employment?

Various parties around the world have been pressing Koenigsegg and Saab for some answers. On 5 August Saab Automobile information officer Gunilla Gustavs told Swedish radio station IF Metal that Saab's management is pleased with the negotiations between General Motors and the Koenigsegg Group. Saab's future is determined by the negotiations taking place between General Motors and Koenigsegg Group, discussions are extremely secretive but are progressing well, further news would be issued in a few days time, so all appears well or does it?

As 7 August dawned we awoke to what could be bad news, all was far from well. It appears one of the Koenigsegg Groups shareholders has had cold feet and wanted to jump the deal, despite this news the Group made this statement, Christian Von Koenigsegg's wife, Halldora who acts as a representative for the company has indicated to Sweden's Dagens Nyheter that "nothing has changed in the process" with the Koenigsegg-Saab deal at this time and they can neither deny or confirm the news that one of the Group want to withdraw. Koenigsegg Group works hard in order to be objective, says Halldora von Koenigsegg.

Later the same day State Secretary Jöran Hägglund revealed that the Swedish government needed an updated business plan from Koenigsegg Group showing long term financial sustainability. He went on to say, Koenigsegg Group plan on taking over Saab and still require a sustainable business plan. Apparently the plan presented does not provide the levels they require, not in terms of the environment, but in terms of long term finances.

It appears that the Koenigsegg Group has yet to be very forthcoming in how they would be able to financially support their takeover of Saab.

It looks like Saab has another two months from the previous report to amend their plan and resubmit so that they can

obtain the European Investment Bank loan by 30 September.

If this were not bad enough dealers are being told they are unable to order 2009 model vehicles from GM and that they cannot order 2010 vehicles until the Koenigsegg deal is completed. Production of Convertibles has stopped at Magna in Graz and it will be several months before production resumes in Sweden. Saab dealers have been struggling for some time now and if they are unable to obtain new vehicles for several months it could force some to relinquish the brand or even force them to cease trading.

**10 August** – I have learned this afternoon that Mark Bishop has decided to leave the Group, he claims his privacy has been threatened. He is a very private person (that was not well known outside the business world) and the sudden worldwide exposure seems too much for him, this leaves a 22% hole in the Groups finances.

Despite this Saab still claim everything's proceeding, we're still looking to be done by the end of the third quarter," said Saab spokeswoman Gunilla Gustavs.

**11 August** – Koenigsegg Group President Augi K Fabel met government representative Jöran Hägglund and tried to convince him that the business plan for Saab was sound and agreed that the consortium had the financial muscle needed, writes web E24. I really hope that this business plan is now bullet proof and the Swedish government accept it and then turn around and immediately act as guarantors of the European Investment Bank loan for Saab Automobile.

It is rumoured that a new investor is ready to join the Group following the withdrawal of Mark Bishop, at this time his identity is unknown.

## Late July General Motors issued this press release General Motors and Koenigsegg Group AB Reach Tentative Agreement on Saab.

- Deal will secure Saab's future
- EIB expected to provide \$600 million financing with state guarantee by the Swedish government
- GM reinvention achieves another milestone

Zurich, General Motors Corp. and Koenigsegg Group AB, a consortium led by Koenigsegg Automotive AB, today confirmed the details of a memorandum of understanding for the purchase of Saab Automobile AB that secures Saab's future.

The sale, expected to close by the end of the third quarter of this year, includes an expected \$600 million funding commitment from the European Investment Bank (EIB) guaranteed by the Swedish government. Additional support is to be provided by GM and Koenigsegg Group AB to fund Saab's operations and product program investments. This includes plans to launch several new products that are in the final stages of development. Saab had filed for reorganisation under

Swedish Law on 20 February 2009. This tentative agreement is a key milestone for Saab to successfully emerge from its reorganisation process.

"This is yet another significant step in the reinvention of GM and its European operations," said GM Europe President, Carl-Peter Forster. "Saab is a highly respected automotive brand with great potential. Closing this deal represents the best chance for Saab to emerge a stronger company. Koenigsegg Group's unique combination of innovation, entrepreneurial spirit and financial strength, combined with Koenigsegg's proven ability to create world-class Swedish performance cars in a highly efficient manner, made it the right choice for Saab as well as for General Motors."

As part of the proposed transaction, GM will continue to provide Saab with architecture and power train technology during a defined time period. Additionally, Saab plans to produce its next generation 9-5 models in the Saab production facility in Trollhättan, Sweden.

"The proposed agreement will enable us to maximise the brand's potential through an exciting new product line-up with a distinctly Swedish character. Today's announcement is great news for Saab's current and future customers, dealers, suppliers and employees around the globe, said Jan Åke Jonsson, Managing Director of Saab Automobile AB.

The sale will be subject to customary closing conditions, including receipt of applicable regulatory, governmental and court approvals. Other terms and conditions specific to the sale are not being disclosed at this time. Deutsche Bank acted as financial advisor to General Motors Corporation.

So who is Koenigsegg and who are the investors that will eventually take control of Saab this is the General Motors overview of Koenigsegg AB.

Koenigsegg Group AB is a consortium of private investors led by Koenigsegg Automotive AB. Koenigsegg Automotive AB manufactures supercars. It has representatives in Africa, Asia, Europe, the Middle East, North America, and the Oceania. The company was founded in 1994 and is based in Ängelholm, Sweden.

The investors are as follows, you will see that not all of them have an equity share:

#### **Christian Von Koenigsegg 24% equity**

Christian Von Koenigsegg started Koenigsegg Automobile AB in 1994 at the age of 22, although his interest in building high performance cars started when he was much younger, he also experimented with computer data storage and don't laugh laminate flooring, it seems he invented the click system, he showed it to several laminate floor manufacturers including his father in law, sadly none were interested, so another company patented the system and even called it click. Koenigsegg is also involved with the Quant Slv solar powered car project.

#### **Bård Eker 12% equity**

Bård Eker's, a graduate of Industrial Design, engineering and architecture from the Pratt Institute owns Eker Design Group, owns 49% of Koenigsegg Automobile AB is a part of the Eker Design Group is a Norwegian based multidisciplinary design firm, with focuses on turnkey mechanical and industrial design services, amongst there products are advanced power boats some of the worlds best video projectors, an advanced motorcycle that is due

to go into production shortly, he is famous for working incredibly long hours often throughout the night.

#### **Pranav L Trivedi 0% equity**

Pranav L Trivedi is a partner of Skadden, based in the London office, spends time between London and Moscow working on initial public offerings, cross-border mergers and acquisitions, joint ventures and private equity. Prior to his work today, he worked for several years in the Moscow, Russia office where he represented US and Western European companies in corporate finance and mergers & acquisitions. The majority of his experience involves financial transactions in Russia.

#### **Melissa Schwartz 0% equity**

Melissa J Schwartz, she is a partner at Steenrod, Schwartz & McMinimee, LLP in Washington DC. Her work focuses on transactions between companies in Russia and other states in the former Soviet Union, Ms Schwartz represents Russian investors seeking to gain access to international capital markets as well as portfolio and strategic investors in structuring and implementing investments in Russia. She has also worked heavily in debt equity financing and mergers and acquisitions.

#### **Augi K Fabel II Chairman Koenigsegg Automotive AB 0% equity?**

Augi K Fabel II, is the Chairman of the Board and Co-Founder of Russian based Vimpelcom, founded in 1992, was the first Russian company to be listed on the New York Stock Exchange in 1996. Fabela with colleagues Messrs. Zimin laid the foundation that has made VimpelCom the second largest telecommunications company in Russia, CIS, Central and Eastern Europe and one of the fastest growing telecommunications companies in the world now ranking in the Forbes Global Index. Today, the VimpelCom Group consists of telecommunications operators providing voice and data services through a range of mobile, fixed and broadband technologies. The Group includes companies operating in Russia, Kazakhstan, Ukraine, Uzbekistan, Tajikistan, Georgia and Armenia as well as Vietnam and Cambodia, it also trades under the name of beeline, it is reported that Fabel recently sold his share of Vimpelcom for a reported \$600, which suggests he is the money man behind the deal.

#### **Alpraaz 42% equity**

Alpraaz is by far the biggest shareholder, this is a company owned by the Koenigsegg family it is a general trading and fishing company.

It appears Saab is in a very precarious position, there is a deal on the table but will it be completed by the end of the third quarter as Saab claim?

Will it be the preferred Koenigsegg group or is there another buyer quietly watching and waiting, according to one source the former owners of Saab the Wallenberg family has been taking an interest in recent developments, what the outcome will be only time will tell. I am sure by the time you actually read this a lot will have changed, its a fast moving show folks.

Due to magazine space I can only include a small portion of each story if I included each story in full it would fill the whole copy of 'Driver' and make me very unpopular.

Robin C O'Connor

## Scrappage Scheme MUST BE EXTENDED

Glass's car buying guide, is calling on the Government to extend its Scrappage Scheme at least until next summer in order to avoid a very significant fall in new car sales and a consequent collapse in revenues for car manufacturers and retailers.

With Scrappage Scheme registrations currently running at around 13,500 per week, it is estimated that the Government's allotted funding could run out as early as October 2009, well in advance of the very earliest forecasted rise in consumer confidence. The immediate outcome, says Glass's, would be to plunge new car orders to levels seen in the fourth quarter of 2008, with little prospect of an improvement until well into 2010.

Glass's points to several factors that will combine to further depress consumer demand after the current Scheme ceases. In particular, it highlights the return in January of the 17.5% rate of VAT, coupled with growing public awareness of rises in new car list prices amounting to around 7% on average so far this year – made necessary by the falling value of the Pound against the Euro. Consumers may well balk at the higher prices, it suggests, delaying any recovery still further.

"The Government should urgently re-evaluate the planned discontinuation of the Scrappage Scheme in order to avoid a sudden, pronounced and damaging fall in business," comments Adrian Rushmore, Managing Editor at GlassGuide.co.uk – "Consumer confidence will continue to be at a low ebb at least until next summer, and without the contribution of Scrappage sales, the new car market will rapidly fall to the levels seen during the last recession, when around 1.6 million cars were sold each year."

Rushmore says the profitability of scrappage sales for dealers and manufacturers should not be underestimated. "Retail sales generated through the Scheme often provide a better margin of

profit than sales to corporate fleets. Its absence would, therefore, be felt in two ways: a loss of sales, and a loss of the most profitable sales."

Glass's says dealers throughout the UK want the duration of the Scheme to be extended, and the definition of what constitutes a 10-year-old car to be broadened to cover those vehicles registered on or before 28 February 2000 (V-plate). The company says there is a strong case for the Scheme to apply to vehicles that have no MOT, provided they meet the age criteria. To maximise the benefit, many dealers are also calling for the VAT increase to be deferred until later in 2010.

"A continuation of the Scheme can be a win-win for all parties," adds Rushmore. "The Government's existing contribution of £300 million is being offset by the additional VAT revenues accrued, so extending the Scheme need not hit the public purse. Meanwhile, the new car market would gain vital support until the beginning of a wider economic recovery, rather than being returned to the perilous position of late 2008."

"For dealers and manufacturers alike, it is an opportunity to move out of a loss-making situation, with the knowledge that virtually all the Scrappage business is being done with customers who would not otherwise have considered a new car purchase. Unlike other scrappage schemes operating across Europe, there is little or no prospect of our Scheme 'pulling forward' new business, only to suffer an immediate decline when it is withdrawn, and the used car market will be similarly unaffected."

**jetex**  
>>the<< exhaust system  
www.jetex.co.uk 01789 298989

## PRESS RELEASE

- **Material:** Stainless T304
- **Diameter:** 3"
- **Catalyst:** 200 cpsi
- **Models:** Saab 95 2.0 and 2.3 Turbo 97+
- **Retail:** £483 inc vat
- **Part Number:** 64T10R200



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



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

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

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

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

**SAAB**  
move your mind™

# NEW...

Now you can **save money** on  
your **HOME INSURANCE**  
through the club too

*with SOC Insurance*

**HOME COVER BENEFITS  
WITH  
SOC Insurance**

- £10 OFF if you already have your car with us
- £20 OFF if you have more than 1 car with us
- Expert assistance with claims
- Working hand-in-hand with the club
- Traditional personal service
- No call centres
- Impartial advice - your needs put first
- All the ongoing support you need
- Donation to the club for every policy

Call SOC Insurance free on  
**0800 298 4071**

quoting your membership number

*...for the cover your home deserves*

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

# INTRODUCING SOC HOME INSURANCE

Now Saab Owners Club Members can save money on their home insurance too.

SOC Car Insurance goes from strength to strength and we're pleased to report that more Club Members than ever before are asking us to quote so they can reap the many benefits provided.

We also promised you more helpful products as we move forward so here's another one to benefit Members of the Club.

Members can now ask us to quote on their Home Insurance while enjoying the same advantages, personal service, support and expertise you've become used to.

Home Insurance is not a new thing for us – we've been looking after the home buildings and contents needs of clients for well over 10 years and now we've got some great deals available for Saab Owners Club Members.

If you've taken out cover for your car through SOC Car Insurance, we thank you. So much so that we'd like to give you an automatic £10 discount when you switch to SOC Home Insurance – that's on top of any premium saving we can achieve for you. And, if you've got more than one car with us, we'll give

you £20 off in addition to any natural premium savings.

Simply call SOC Home Insurance FREE on 0800 298 4071 for your special 'Saab Owners Club Member' quotation and find out how much you could save.

We'll continue to pay the Club a share of our earnings every time a Member takes out cover. We pay them again every year that you renew too. This generates a significant income for the Club and helps the Club to provide extra benefits and services, while keeping your membership fee low.

Remember, if you're an existing client you could receive up to £20 in loyalty discounts in addition to any negotiated premium saving when you switch. Just pick up the phone and ask us to quote.

Whether you've used us before or not, when your home insurance renewal falls due, call us FREE on 0800 298 4071 and find out just how affordable SOC Home Insurance could be for you.

**1987 - 2009**  
Over 20 Dedicated SAAB Years

**abbott racing**  
MOTORSPORT

**Tuning - Servicing - Sales**



**Limited Slip Differentials**  
Classic 900 - NG900 - 9-3 - 9-5  
New 9-3SS 5 & 6 Speed  
**£595 + VAT**



**3" Stainless Steel Performance Exhaust Systems**  
9000 - NG900 - 9-3 - 9-5  
**£685 + VAT**

**2.5" Stainless Steel Performance Exhaust System**  
Classic 900  
**£399 + VAT**

**SAAB I,9 TID**



**Particulate Filter/Catalyst**  
Available To Replace Stopped Units That Cannot Be Regenerated  
50% Saving On O.E Price  
Bolt On Replacements  
**£495 + VAT**

**Trionic 7 Power Upgrades**

**Special Offer**

9-3 & 9-5 Models  
2000 > 2003 MY  
40BHP Increase  
**£225 Inc VAT\***

\* Offer Only Applies To SAAB Owners Club Members



**SAAB 9-5 GT28 Turbo Kit**  
Please Visit Our Website For Further Details...  
**£1695 + VAT**



**Servicing To All SAAB Models.** To Exacting Standards. Using Genuine SAAB Parts. Air Conditioning, Collection, Delivery And Courtesy Car Services Available

For More Information Please Contact:  
Abbott Racing Motorsport, 51st, Newington, Surrey, GU11 2JL  
Tel: 01483 475444 Fax: 01483 475447  
www.abbotracing.com www.abbottmotorsport.com

All Prices Are Excluding VAT At 17.5% Unless Otherwise Stated  
For More Information Relating To The Above Products Please Visit Our Website Or Contact Us Using The Details Listed Below...

Used SAAB Ealing Specialist .co.uk





- ✓ The largest used Saab Centre specialist in West London
- ✓ Family business established here 25 years
- ✓ Saabs supplied with parts and labour warranty available
- ✓ Saabs found to suit you the customer with our full workshop back-up
- ✓ Finance terms available subject to acceptance
- ✓ Insurance-approved alarms and immobilisers fitted
- ✓ Part exchanges welcomed
- ✓ Open Mondays to Fridays 8am to 7pm or later by appointment Saturdays 9.30am to 3.30pm

**0208 579 2969**

193-199 Northfield Ave,  
Ealing, London, W13 9QU  
or fax 0208 840 0469

**www.uses.co.uk**  
**mail@uses.co.uk**  
Saab's Bought for cash £££

## Motorvation

**SAAB 900, 9000, 9-3, 9-5 SPECIALISTS**  
Established 1985

**SERVICING:**  
Menu Prices (Free Courtesy Car)

**PARTS:**  
Genuine New or Used, Quality Imported (Mail Order if required)  
Customer Cars for Sale (Listed free)

**CAPEL GARAGE,**  
HALFMOON LANE,  
TUDELEY,  
TONBRIDGE,  
KENT TN11 0PT

A friendly service where **ADVICE IS ALWAYS FREE!**

**TEL: 01892 825208 FAX: 01892 822447**  
**E-MAIL: chris@motorvationsaab.co.uk**

# Peaks and Dales 2009

When one of those perfect days arrives, the best you can do is sit back and enjoy the ride.



*A convoy in Ilam village*



*The view to Knowsley Hill*

That was how it was for the seventh Peaks and Dales tour for me, navigator Brian Murphy and his wife Audrey.

Tanked up on Compo's best fish and chips at Holmfirth on the Friday night we lined up with 35 other cars, plus a certain immaculate Two-Stroke, for a journey into the unknown of Derbyshire's roads.

Windy Harbour Hotel was the base as usual with tents and vans shaking off the early morning dew for an 8.45am start on a clear and bright Saturday morning. What followed was 122 miles (by my speedo) of the most glorious country lanes and vistas of the North Derbyshire and Staffordshire border country.

Being the first longish trip in my V4 96 we were a bit apprehensive about reliability but having bowled alongside the Goyt reservoir and passed the glorious hills of the Manifold Valley we were on schedule for morning coffee. Brian, a new Club Member had proved his ability at mental arithmetic – no trip reset in 1976 cars – and we had shared enough motoring sagas for me to discover that his experience of stage rally navigation in the 1980s made him the ideal companion. Audrey was perched on a makeshift back seat a few inches higher than the normal specification, but I was assured 'perfectly comfortable', giving her great visibility on our progress.

Cake and coffee consumed, drivers slowly cleared a jam-packed car park and we were away again in a seemingly ever extending snake of Saabs from most eras. Up, down and round they went – enjoying the prettiest of views and exciting gentle motoring that this country can offer.

I lam with its picturesque buildings and humpback bridge nearly had Audrey in the front seat with me, when an

advancing Volvo thought I should test my braking ability.

Happy snapping for the 'Driver' has its disadvantages as we in the V4 fell to the back of the field. David Elliot, piloting a very tidy 96, drew admiring glances from the tourists in the village. We easily caught up in time to join the fun at Blackbrook Zoological Park with its chance for lunch, and a view of the rare and weird creatures.

The sun stayed high as, ice creams in hand, the afternoon route awaited us. I'd heard of Butterton but had never ventured there. As we splashed through the cobbled water-course of its main street I decided I won't be going there in a wet season!

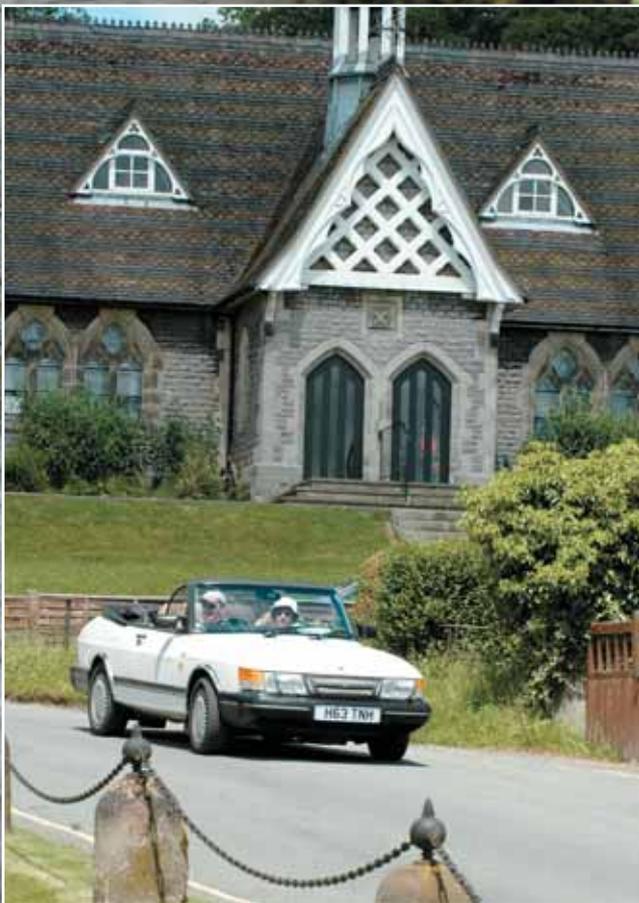
Ecton, Hulme End, and Hartington meandered by and then we topped a rise to behold the view toward the north west which took the breath away. I just had to stop for a while – and so had a Land Cruiser with a forlorn driver awaiting breakdown recovery having blown a turbo on the way up.

(That's his farm at the foot of Knowsley Hill in the middle distance of the shot with the 96 and the view toward Buxton.)

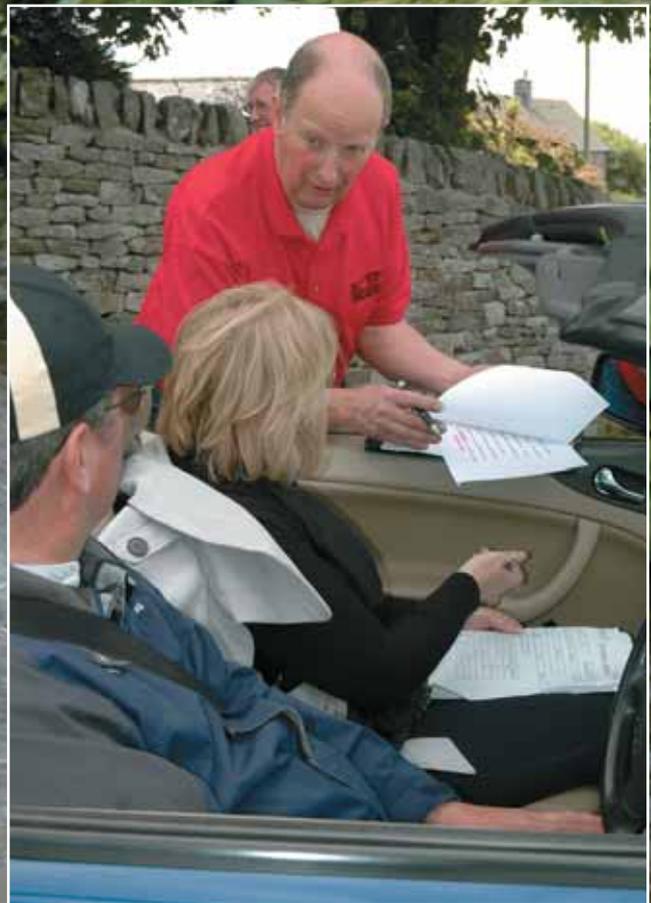
A cooling glass of the amber stuff would have served us well but the pub bar at spectacular Monsal Head was 15 deep, so chased the tail of the field over the remaining miles, being greeted by the ever cheerful Mike Doughty seeing us through the final checkpoint at the exotically named Sparrowpit. Back to base and chance to refuel with a glass or two before the buffet goodies at Windy Harbour.

Chairman Richard Elliott did the honours in thanking Mike and Audrey and the other checkpoint helpers in organising another, 'perfect day'.

Rod Leach



Picturesque Ilam



Mike Doughty does a route check with Garry's navigator.



## Saabtec Web Form

I've recently bought a 1997 9-5 SE with 50,000 miles on it, a 2.3 (I have a 99 2.0 as well). The 2.3 has an unusual noise that my local Saab dealers (who have only just become Saab dealers in the last year) have pinpointed with chassis ears as being a gearbox noise – but they cannot tell me what it is, and not what might fix it, etc. They do comment that gearbox oil is nice and clear. The noise characteristics made me wonder if it was turbo related (had a replacement turbo fitted just before we bought it) – the noise? Cruising approx 60mph, gentle acceleration equals a rattle, a bit like a higher pitched pinking, but if one drops a gear and repeats the procedure, there is no noise. Or, if cruise control is on at 60mph and a gentle hill, the noise kicks in then as the load goes on. Any ideas? (And yes, I realise asking like this is almost hopeless, but my dealer here in NZ appears clueless).

Garry Brown

*I think noise could be engine related, caused by wear in the crank bearings and/or piston clearance. May be worth having the sump removed and bearings and pistons checked for wear and any excess movement. At the same time clean out the sump, which is a must. This can be done with engine in situ, doubt very much that it's gearbox related.*

## Replacement door

As a new Member, I am hoping you can help me to solve the question of rear door compatibility on my Saab 9-5 Estate.

The o/s/r door has received 'car park' impact and although the damage is fairly slight, we have been informed that the dent cannot be repaired completely and that the only solution is to replace it. Having contacted two breakers, both have saloon o/s/r doors, one even has a door in the correct colour – Midnight Blue, but both sites have told me that the doors are different between a Saloon and Estate.

Is this true? The car is a 1999 2.0 SE Auto Estate. The best quote I have is £95 + VAT (somewhat irrelevant if the Saloon door cannot be used on the estate!).

Hugh Frost

*They are correct – a Saloon door is significantly different and cannot be modified to fit as the shape around the rear quarter has been altered. I think go with the repair or fit a door skin which is cheaper than a new door.*

## Clutch?

I think I am going to have to fit a new clutch shortly as I am finding it difficult to select reverse sometimes. Is this a telltale sign on a 9-5? It's OK in all the forward gears and it does not slip or judder. Is there some adjustment in the linkage or could it be something else? I am aware that the Aero clutch is stronger does this fit a 2.3 LPT without any modifications required?

Robin O'Connor

*Could be the clutch dragging a little but it could also be worn reverse gear syncromesh. Try selecting first gear first and then reverse, this can help.*

*In cases where first is completely easy I would suspect the reverse syncro. Yes – you can fit an Aero clutch to LPT models.*

## TECHNICAL TIP

### 9-5 Air-conditioning

Two items to check before the summer is over, first one concerns the water drains from the evaporator which on the 9-5 is inside the cabin area. These can become blocked and flood the interior with a large quantity of water which can eventually get into the Twice unit under the passenger seat and cause all sorts of electrical problems. The drains exit under the car through the front floor at each side. If you remove the carpet on the side of the centre console you can see a rubber hose exiting the heater box on each side, remove the hose and ensure the water outlet and hoses are clear and not restricted.

Second check concerns the mounting for the power steering pipe which can fail causing the bracket on this component to rub through part of the condenser. You will need to remove the front under-tray to inspect. If this mount has failed you can secure the power steering pipe with a cable tie or replace the mounting. This check could save you the considerable expense of a new condenser, affects all 9-5 models from 2002 onwards.

# SAAB SPECIALISTS

**SERVICE, REPAIRS & SALES**

For Expert Advice speak to our  
**MASTER TECHNICIAN**  
**BRYAN WARD 01482 222 622**  
**Tel/fax 01482 581 519**

*Classic 900*  
 Personal Saab Service  
 E-mail: [glen@classic900.com](mailto:glen@classic900.com)  
 Website: [www.classic900.com](http://www.classic900.com)

Classic 900 Ltd, Kimberly Street, Argyle Street, off Anlaby Road, Hull

# Valley Saab

Chipstead 01737 553464

From late October Valley Saab Chipstead will be relocating to 38 Ormside Way, Redhill, Surrey RH1 2LT (Holmethorpe Industrial Estate)

We will be taking 40 years experience as a main dealer to operate as a Saab Specialist

- Service and MOT
- SOC Discounts
- Collection delivery
- New and Used car sales
- FREE courtesy car
- Main Dealer service at specialist prices

[www.valleysaab.com](http://www.valleysaab.com)

# CENTRAL SAAB SPECIALIST

Scotland's Premier Performance and SAAB Servicing Centre

- All of our services are carried out to the highest standards;
- Engines, Electrics, Transmission, Brakes, Steering, Suspension
- Air Conditioning Servicing
- Courtesy Cars Available
- Over 17 years SAAB experience
- Qualified SAAB Master Technician
- Warranty Cars no problem
- All our work is fully guaranteed

Telephone: 01875 821 144

6/1 Butterfield Industrial Estate, Bonnyrigg, Midlothian, EH19 3JQ [www.centralsaabspecialist.com](http://www.centralsaabspecialist.com)




## jetex

>>the<< exhaust system

[www.jetex.co.uk](http://www.jetex.co.uk) 01789 298989

Jetex offer a full range of exhaust systems and high-flow performance filters for most Saab models.

See [www.jetex.co.uk](http://www.jetex.co.uk) or ring 01789 298989 for further application detail and stockist information.

- Stainless and aluminised steel
- Free flowing absorption silencers
- Gain extra torque and bhp without the noise!
- Optimised for back pressure reduction

New 3" Downpipe/Sports Cat  
 Saab 95 Turbo 97+  
 3" bore size, 200 cell metal cat  
 £483 including vat - available now!  
 (complete with flexi-pipe)

also available: High Flow Performance Air Filters



Saab 93 Aero, stainless steel exhaust system with duplex single round 100mm tailpipes.

## Snetterton

Thursday 1 October 2009

### Charity Track Day

We shall be running another fund-raising Track Day at Snetterton – our fifth at this most enjoyable Norfolk circuit, where the staff are welcoming and keen to make the day a success. We hope to raise over £3,000 again; this will be shared between East Anglia's Children's Hospices – [www.each.org.uk](http://www.each.org.uk) and Combat Stress, the Ex-Services Mental Welfare Society – [www.combatstress.org.uk](http://www.combatstress.org.uk)

I plan the usual maximum 40 cars total, with 16 on track at a time. Drivers can again expect ten minutes on track followed by fifteen minutes in the pit lane throughout the day – at least two hours total on track during the day. The noise limit will be 105dBs – no car at our track days has yet failed.

We prefer older and interesting cars, and discourage usual track day suspects such as Caterhams and recycled kamikazes. The list already includes two Morris Minors (modified). Jaguar E Type, Sunbeam Tiger and AC Cobra replica as well as more modern BMW, Saab and Ford. There will be no change in last year's entry fees – £180 for the whole day, £100 for the half day. There will be no charge for a second driver.

Please send your cheques for **£180 payable to C Darwin Charity Account** to me at; Scotland Farm, Bridgerule Devon EX22 7EL; you can date them 15 September. Any queries, please call on 01288 381265 or e-mail at [c.darwin@virgin.net](mailto:c.darwin@virgin.net)

## SCOTTISH WEEKEND 2010

19-21 March

The Royal Hotel, Bridge of Allan, Near Stirling

By popular request, we are returning to the Royal, a splendid Victorian hotel, well located for touring the Stirlingshire countryside and the Trossachs National Park. There really is a great deal to do and see in the area, and the cities of Stirling and Edinburgh are not too far away. More here:

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

Cost will remain unchanged at £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 no charge for under 16s, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted rate, payable directly to the hotel, but book through us

please. 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 bell.

**Paul & Elizabeth Mills**

'Hollybrook',  
41 Monks Road,  
Airdrie,  
North Lanarkshire  
ML6 9QW.

Tel: 01236 752089

E-mail: [emills1812@blueyonder.co.uk](mailto:emills1812@blueyonder.co.uk)  
[Paul.Mills@tannoy.co.uk](mailto:Paul.Mills@tannoy.co.uk)

# Sonett Gathering

## The Shuttleworth Collection Evening Airshow

Saturday, 26 September 2009

Shuttleworth is an incredible collection of pre-war vehicles and aircraft. Weather permitting even the oldest aircraft, some dating back to 1909, will actually fly. Gates open at 9.30am but you can arrive anytime before the flying display which runs from 4.00pm til dusk. Entry costs £20 per person which includes access to the Museum and its collection of aircraft and cars – mainly pre-war – and also the Swiss landscape garden and bird of prey centre, as well as the flying display, so arrive early if you want to see everything! The airfield is located near Old Warden, Biggleswade, Bedfordshire, just off the A1. We will have our own parking area with a good view of the flying.

Hope to see as many Sonetts as possible, and other Saabs are, of course, very welcome. Basically arrive whenever you like, park up with hopefully a few other Sonetts, have a picnic (there is also an excellent cafe/restaurant) and enjoy.

To ensure we can park together you will need advance tickets, phone Shuttleworth direct on 01767 627924 and



mention you are with the Saab Group or book on line at [www.shuttleworth.org](http://www.shuttleworth.org) and save £2, but you will also need to ring to confirm you are with the Saab Group. Otherwise just turn up on the day and park anywhere – we should still find each other. Contact Stuart Payne (see 99 Register) for more information. Hope to see you there!

**SHUTTLEWORTH VETERAN AEROPLANE SOCIETY (SVAS)**  
Est 1964

Join today  
and keep your aviation heritage "ALIVE"

Membership features & benefits:  
**FREE** Admission to the Collection (except certain event days)  
 1/2 Price admission on air days  
 15% discount on shop purchases

**PROP SWING**  
 Members' magazine thrice yearly  
 Photographic section membership available

SVAS support includes:  
 Aircraft & spare part acquisition  
 Help on air display days  
 Tailor-made building  
 Re-enactments & parades  
 Guided tours & slide talks  
 Maintenance & restoration work

[www.svasweb.org](http://www.svasweb.org)

# South West Saab

are planning to visit Diggerland in Cullompton, Devon on 13 September 2009. It will be a great day out for the whole family. Join us en-route (A358/M5) or meet us there in the car park at around 10.45am. Alex and Robin will be leaving the Airfield Tavern at 9.30am.

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



# WHAT'S ON

## SEPTEMBER 2009

### **Tuesday 1st West Midlands and Warwickshire Saab**

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

### **Wednesday 2nd South West Saab**

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

### **Thursday 3rd East Anglia Saab**

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

### **Wednesday 9th East Sussex Saab**

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

### **Saturday 12th Beds, Herts & Bucks Saab**

Meeting at The Green Man, Eversholt at 1:00pm.

### **Sunday 13th South West Saab**

Visit to Diggerland, Cullompton, Devon. For more information see noticeboard on page 19.

### **Monday 14th Lancashire Saab**

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

### **Sunday 20th Ebor Saab**

Treasure Hunt  
(Chris and Janet Greenwood.)

### **Tuesday 22nd North West Saab**

Meeting at a location in Manchester – visit [www.saab-nw.co.uk](http://www.saab-nw.co.uk) for more details or ring Richard Elliott Tel: 01457 867878 or John Newby Tel: 0161 929 9155.

### **Saturday, 26th West Midlands and Warwickshire Saab Group**

Sonett Gathering and all other Saab models and air display at The Shuttleworth Collection, Old Warden near Bedford. Gates open 9.30am – flying from 4.00pm. For more details contact Stuart Payne – details on 90/99 Register page and see noticeboard on page 19.

### **Sunday 27th Ebor Saab**

Club stand at York Historic Vehicles. Please contact Karl Moxon for more details [38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)

### **Wednesday 30th South Yorkshire Saab**

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

## OCTOBER 2009

### **Thursday 1st Snetterton Charity Track Day**

For more information go to the Noticeboard on page 18.

### **East Anglia Saab**

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

### **Tuesday 6th West Midlands and Warwickshire Saab**

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

### **Wednesday 7th South West Saab**

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

### **Saturday 10th SAAB OWNERS CLUB AGM**

12.00 noon at Bond Street Select, Cropston Road, Anstey, Leicester LE7 7BP.

### **Saturday 10th Beds, Herts & Bucks Saab**

Meeting at The Green Man, Eversholt at 1:00pm.

### **Monday 12th Lancashire Saab**

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

### **Wednesday 14th East Sussex Saab**

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

### **Ebor Saab**

Group AGM venue to be confirmed.

### **Saturday 24th South Yorkshire Saab**

Group visit to Gaydon in Warwickshire. [member@saabinn.fsnet.co.uk](mailto:member@saabinn.fsnet.co.uk)

### **Tuesday 27th North West Saab**

Meeting at a location in Manchester, see [www.saab-nw.co.uk](http://www.saab-nw.co.uk) For more details or ring Richard Elliott 01457 867878 or John Newby 0161 929 9155.

### **Late Ebor Saab**

West Yorkshire Run  
(Bob Turnbull and Richard Allen.)

## NOVEMBER 2009

### **Tuesday 3rd West Midlands and Warwickshire Saab**

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

### **Wednesday 4th South West Saab**

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

### **Thursday 5th East Anglia Saab**

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

### **Sunday 8th Durham Saab**

AGM and Planning Meeting. Venue and Time TBC. Contact Secretary.

### **Monday 9th Lancashire Saab**

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

## New SOC Group for Kent Area

A few of us are looking into starting a meet for fellow Saab enthusiasts. The last magazine prompted a good response.

Please email me if you would like to attend a meet – [andrwdunne@aol.com](mailto:andrwdunne@aol.com)  
Hope to hear from you.  
Andrew Dunne

## 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,  
Gorsey Field House, Birtle, Bury BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)**

## Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net) giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for for 'WHAT'S ON' ONLY in the November 2009 issue is 18th September 2009. PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

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

**Ebor Saab**  
Extra Group meeting: Guest  
speaker. Venue to be confirmed.  
Contact us closer to the date.

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

**Ebor Saab**  
Group trip to NEC Classic Car  
Show. SOC will have a stand, the  
day is generally very entertaining.  
Contact us to confirm which day  
our Group will be attending.

**Saturday 14th  
Beds, Herts & Bucks Saab**  
Meeting at The Green Man,  
Eversholt at 1:00pm.

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

**Tuesday 24th  
North West Saab**  
Meeting at a location in  
Manchester - visit  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk) for more  
details or ring Richard Elliott  
Tel: 01457 867878 or  
John Newby Tel: 0161 929 9155.

## DECEMBER 2009

**Wednesday 2nd  
South West Saab**  
The Airfield Tavern, Alvington  
Lane, Yeovil. See our website  
[www.southwestsaab.co.uk](http://www.southwestsaab.co.uk) for  
more details.

**South West Saab**  
Christmas dinner 2009, please  
check our website for details and  
booking of this ever popular  
event - [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

**West Midlands and  
Warwickshire Saab**  
Christmas dinner... looks like we  
are going to the Dogs! That's the  
Hall Green Dog Track for our  
Christmas meal. It will make a  
great change to the traditional  
formal meals - for more details  
e-mail [wmwsoc@yahoo.co.uk](mailto:wmwsoc@yahoo.co.uk)

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

**Ebor Saab**  
Group meeting. Please contact  
Karl Moxon for more details  
[38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)

**Saturday 12th  
Beds, Herts & Bucks Saab**  
Meeting at The Green Man,  
Eversholt at 1:00pm.

**Monday 14th  
Lancashire Saab**  
Ring 'O' Bells Pub, Ring 'O' Bells  
Lane, Lathom, Ormskirk, L40 5TE.  
We meet every second Monday of  
the month from about 7.30pm.  
New Members welcome. Contact  
[www.lancashiresaabowners.co.uk](http://www.lancashiresaabowners.co.uk)

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

**Tuesday 22nd  
North West Saab**  
Meeting at a location in  
Manchester. see [www.saab-nw.co.uk](http://www.saab-nw.co.uk) for more details or ring  
Richard Elliott 01457 867878 or  
John Newby 0161 929 9155.

## JANUARY 2010

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

## MARCH 2010

**Friday 19th-21st  
Scottish Weekend**  
The Royal Hotel, Stirling.  
See noticeboard on page 18.



# STAINLESS STEEL EXHAUSTS



### CLUB SCHEME

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

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

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

Members' prices include 15% VAT and delivery UK Mainland. Quotations supplied for deliveries elsewhere.

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

Orders should be made directly to Guaranteed Exhaust Systems Ltd. Tel: 01884 821237 Fax: 01884 820631  
e-mail: [sales@gsexhausts.co.uk](mailto: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](http://www.gsexhausts.co.uk)) Think stainless... with a lifetime guarantee and benefit as so many have already - Order in good time - Avoid disappointment when your present exhaust fails. This scheme is offered without any liability or recourse to the Club or its Officials.

### Some of the systems currently available are:

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

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

# AROUND THE UK

All correspondence to:  
Ellie Wilson  
43 Towbury Close, Oakenshaw South, Redditch,  
Worcestershire, B98 7YZ  
Tel: 01527 403596,  
E-mail: [elli.wilson@virgin.net](mailto:elli.wilson@virgin.net)

## Contacts

THIS LIST REPLACES ALL OTHERS

**BEDFORDSHIRE,  
HERTFORDSHIRE &  
BUCKINGHAMSHIRE SAAB**  
Christian Sawers  
Tel: 01525 402749  
E: [christian.sawers@googlemail.com](mailto:christian.sawers@googlemail.com)

**CHESHIRE, NORTH  
SHROPSHIRE &  
STAFFORDSHIRE SAAB**  
Chris Boffey  
66 Brereton Drive  
Nantwich, Cheshire, CW5 6HF  
Tel: 01270 624659  
E: [sc.s.branch@ntlworld.com](mailto:sc.s.branch@ntlworld.com)  
[www.2csaabbranch.org](http://www.2csaabbranch.org)

**CUMBRIA SAAB**  
Robert Morley  
44 Brierydale Lane  
Stairburn  
Workington  
Cumbria  
Tel: 01900 679 26

**DALE SAAB**  
Richard Unsworth  
Blue Slates Cottage  
6-8 Quarry Lane  
Tandem  
Huddersfield, HD5 0AP

**DUMFRIES, GALLOWAY &  
BORDERS SAAB**  
Gerald Chamberlain  
113 Bergh Road  
Carlisle, Cumbria, CA2 7NB  
Tel: 01228 537 838

**DURHAM SAAB**  
John Wood  
Dunvegan  
58 Thorndale  
Belmont, Durham, DH12AH  
Tel: 0191 384 2461  
E: [soc.jwood@btopenworld.com](mailto:soc.jwood@btopenworld.com)

**EAST ANGLIA SAAB**  
Rachel Hillier  
Linnaeus  
Norwich Road  
Scale, DISS  
Norfolk, IP21 4DY  
Tel: 01379 740 158  
E: [sootsaab@aol.com](mailto:sootsaab@aol.com)

**EAST MIDLANDS SAAB**  
Peter Briggs  
15 Bricknell Road  
Calverton  
Nottingham, NG14 6PL  
Tel: 0115 845 7283  
[www.eastmidlandssaab.co.uk](http://www.eastmidlandssaab.co.uk)  
E: [peter@eastmidlandssaab.co.uk](mailto:peter@eastmidlandssaab.co.uk)

**EAST SUSSEX SAAB**  
Toby Field  
78 Foxglove Road  
Eastbourne  
East Sussex, BN23 8BX  
Tel: 01323 460 363  
[www.eastsussexsaab.co.uk](http://www.eastsussexsaab.co.uk)

**EBOR SAAB**  
Karl Moxon  
38 Queens Drive  
Cottingham  
East Yorkshire  
HU16 4EL  
E: [38mox@38mox.karoo.co.uk](mailto:38mox@38mox.karoo.co.uk)  
01482 847120

**FIFE AND TAYSIDE SAAB**  
Liz Robertson  
9 Fernhill Gardens  
Windygates  
Fife  
KY8 5DZ  
Tel: 01333 351 364  
E: [jackthesaab@hotmail.com](mailto:jackthesaab@hotmail.com)

**HAMPSHIRE & ISLE OF  
WIGHT SAAB**  
Richard D Sprinks  
2 Alverstone Cottage  
Alverstone Road  
Whippingham  
East Cowes  
Isle of Wight  
PO32 6NN  
Tel: 01983 880 084  
E: [ricky@starfishdesign.co.uk](mailto:ricky@starfishdesign.co.uk)

**LANCASHIRE SAAB**  
Steve Alty  
2 A Queensway  
Ashton-on-Ribble  
PRESTON  
PR2 1SN  
[www.lancashiresaabownersclub.co.uk](http://www.lancashiresaabownersclub.co.uk)

Please note the groups highlighted have returned their attendance registers.

### Groups Sub-Committee Local Liaison Officers

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

**NORTH WEST SAAB**  
Richard Elliott  
The Quorls  
9 Wheatcroft  
Hadfield  
Glossop  
SK13 2EN  
Tel: 01457 852 944  
[www.saab-nw.co.uk](http://www.saab-nw.co.uk)

**SOUTH WEST SAAB**  
Alex or Robin  
10 Arundel Road  
Yeovil, Somerset  
[alex@southwestsaab.co.uk](mailto:alex@southwestsaab.co.uk)  
Tel: 07963 066384  
[robin@southwestsaab.co.uk](mailto:robin@southwestsaab.co.uk)  
Tel: 07515 112120

**SOUTH YORKSHIRE SAAB**  
Keith Long  
10 Byrne Close  
Barugh Green  
Barnsley  
South Yorkshire  
S75 1NS  
Tel: 01226 385 139

**SURREY & WEST SUSSEX  
SAAB**  
Michael Dey  
3 Bateson Way  
Sheerwater  
Woking  
Surrey GU21 5LD  
Tel: 07711 439 585  
E: [m.dey@btinternet.com](mailto:m.dey@btinternet.com)

### THAMES VALLEY SAAB

**WESSEX SAAB**  
Nigel Bailey  
12 Oakdene Close  
Wimborne  
Dorset  
Tel: 01202 886 888  
E: [nhbailey@btinternet.com](mailto:nhbailey@btinternet.com)

**WEST MIDS &  
WARWICKSHIRE SAAB**  
Rich Bone  
160 Ardath Road  
Birmingham B38 9PE  
E: [wmsoc@yahoo.co.uk](mailto:wmsoc@yahoo.co.uk)  
[www.wmsoc.co.uk](http://www.wmsoc.co.uk)



## Hello and welcome to yet another packed 'Around the UK'

Firstly we must go back in time to May 2009 when I attended the Lancashire Saab Group's annual pilgrimage to the Chipping Steam Fair. The event was very well attended with a host of names which are popular both within the SOC and on the UKSaabs forums. I was most pleased to have been able to put a face to the name of TFatc (Nick) who runs the UKSaabs website forum. Visitors from pretty far also attended, namely Aberdeen – as you may know that is one heck of a drive so I must say 'well done' to Morgan Autos and Kinkersaab for their epic journey. I must not forget Frankensaab, who is local to the area but had a job and a half getting us all parked as space was running out pretty quick, please accept my apologies for not mentioning a lot of you!

Anyway... back to the story in hand.

After meeting up with fellow Saab enthusiasts from the Cheshire Group on the M6 services we set off up the motorway. To those of you who know this Group, Malcolm (extremely cautious driver) managed to lose our lead car not once but on three occasions, so the rest of us were left wondering which way to go, but the ever knowing Chris Boffey in his Saab 96 was only too aware of what was going on and when he lost sight of us he pulled over to wait! It was obvious that Colin Blades wanted to give his newly acquired Saab a bit of a blast but with the constraints of Malcolm's sedate driving speed this was not going to happen on this journey. In future Malcolm you will be the car at the back-end of any convoy, where you can feel free to admire the local sheep and any other scenery you care to look at!

On arriving at the showground we were met with a lot of Saabs that looked as though someone had been in a mud bath. Rod's lovely 900 Convertible was no longer Citrine but a definite shade of mud, as it transpired the previous night was a really wet affair and the cars were treated to a bed of wet grass for the night.

The guys and girls there were not going to be outdone by this weather and carried on regardless, and from what I could gather the beer tent was unaffected throughout this plight, what a surprise! The gathering on the Saab stand totalled at least 40 cars, well to be absolutely honest 40.5 cars as a very rare Saab 450 was also on the stand, I am led to believe there are two known Saab 450s in the UK and luckily I have seen them both! The picture above is a Saab 450 with Neil and Steve in the back taking a well deserved break, I guess you have worked out a Saab 450 is actually a 900 that has been halved!

Steve Alty and Neil Ashhurst did a fantastic job in doing all the arrangements and ensuring everyone was well entertained and all who attended were made to feel welcome and inclusive, hats off to you guys as I am sure a lot of the Saabists who attended were also very happy with the event, as was I and will



no doubt attend next year. Greg Styles from the West Midlands has been looking forward to this event since last year, well to be precise as he drove out of the event in 2008 he was already packing for 2009!

The weather held out again in fine form for the whole day, and believe it or not I got sunburnt (don't laugh), yep I got home and the top of my head was sore, all the telltale signs of sunburn all too obvious on my nose and the top of my head the next day, well next year it's factor 50 cream for me. I did in fact suffer the same fate last year, thanks to Julian (Birdiemango), for giving me a baseball cap, but unfortunately it was a little too late, the damage had already been done!

Have you met Jack Hilton... Who? Jack is a fantastic Member from the Lancashire Saab team, who did me a great favour. To those who were there, Colin Blades was trying to tell us the colour of his car was something like Midnight Mauve (with a twinkle) thanks to Jack he confirmed along with others the car was in fact blue. Its blue Colin, now move on!

I left the Chipping event on Sunday evening, but those die-hard enthusiasts were not yet done, while some of the Group stayed on an extra night the others set sail for a trackday at Cadwell Park Lincolnshire. The track was exclusively let to Saab drivers and a great time was had by all with only a couple of minor faults on cars that were easily rectified.

### Cheshire and Staffordshire Saab Group

31 May 2009 – these guys held their annual Spares Day. The event was held at RAF Cosford, near Wolverhampton and was extremely well attended, again with Saabists from across the country. I was most pleased as this event on the grand scheme of things was 'local' for me, well it was 40 miles from door to door and compared to my usual long jaunts I was even home in time to have my Sunday roast, and it was still hot. I was amazed there were a lot of visitors who attended that by their own admission 'don't normally attend events, but thought they would give it a try, I bet this will not be your last visit to a Saab do!

Traders were also in abundance, to mention a few: Concept Saab, JG Motors, Steve Lewis and loads of Saabists selling stuff out the back of their cars.

While I was doing my usual mingling thing I bumped into Tom McCombe from Derbyshire and also John H from Nottinghamshire, both of whom admitted to actually finding this page interesting. I worry about you guys, anyway if you are happy then I will keep it up!

John H has a 9-5T but wouldn't mind a Classic 900, but none the less I guess he loves all the creature comforts and ride of the 9-5, compared to the elegant yet timeless structure of the C900!

Tom McCombe was in his element at the RAF Museum, as his



work career prior to retirement was in airplane development, he informed me he has many hours of flying experience with 'heavy' aircraft... I guess owning a Saab was a natural progression! Incidentally Tom is on the lookout for a Ruby 900, so if you have one please get in touch with me and I will pass on the details. Incidentally the lovely lady in the convertible is June Beard (Rob Beard's mum), she really wants a soft top for the remainder of the summer, so come on Rob go and buy her one, though I must say, Rob has a really beautiful T16s in white. It is amongst one of the cleanest examples I have ever seen, a real credit to him.

### On the Mend

Mike Thomson had a bit of a health setback earlier this year and thankfully he has pulled through, his wife Norma and family have been a tower of support for him. You are probably wondering who Mike is? Well he has possibly the best Bullnose Saab in the country, you know the one... it's red and the registration 500 KNX (pictured above) should bring it all flooding back to you, we all hope you carry on getting better and just take it easy.

Also on the Mend – Bill from Staffordshire, he has had a mild stroke which has resulted in him needing to sell his 1972 'L' registered Saab 96V4. It is in yellow and the engine and gearbox have been reconditioned. The car is running absolutely perfectly. If you are interested contact me and I will forward you his details, or alternatively have a look at the SOC website, you will find details in the 'For Sale' section.

### 14 June 2009

I was invited to a Classic Vehicle Day held in Worcestershire, (I am getting spoiled being so close to home), I actually had an invite to all Saab Owners Club Members, but I only received the invite one week before the event, and at such short notice, I did not think I could get enough things organised with our Groups and issue notice to all SOC Members that quickly. However, it was a well attended event with car boot sales and a host of vehicles, including HGV and Steam Traction from the past, all worthy of a mention. There was also a 1929 Model 'T' Ford, this car has not been restored at all, it was stored in a barn in America since 1951, the current owner had it shipped to the UK in 1998, and apart from maintaining the running, he has no intention of doing any paintwork, mind you the metal was of a very heavy gauge and I guess it will last another 100 years. The event for next year is already in the planning stages and will be held on 12 June 2010 at the S.E Davis ground in Astwood Bank, Worcestershire – if you are interested in joining me on a Saab stand please let me know so I can organise things for the event.

# AROUND THE UK



**20 June 2009**

West Midlands and Warwickshire Group's annual family day out. This year we went to the Black Country museum near Dudley, if you were not there, why not? Special note from Molly Jones (pictured above) 'Dear Nan, please don't break my glass again', as the story goes Molly went to the Museum a couple of years ago and was bought a glass bearing her name by her Dad, Neil... and Nan broke it. My advice is keep it well out of Nan's reach! Thanks to all who turned up, and I hope you all had a great time living a little of the past. Steve Alty and family also made it down from Lancashire, but was so elusive, I did not see him. He must have been there as he has posted pictures on various websites to prove it.

**21 June 2009 – Trentham Gardens**

This event was a joint visit, West Midlands Saab Group and Cheshire and South Staffs Group. After yesterday's visit all I really wanted to do was sit down and enjoy a pint, especially as it was Fathers' Day, I guess they have realised that nothing gets in the way of my Saab events! Well it was to be a very sad day for me, I left home nice and early in the trusty 96, and as I approached the M5/M42 intersection I could smell burning oil, I initially thought it must be some other vehicle but when the smell was getting stronger I thought I had better just stop and check, good thing I did, the engine bay was full of splattering oil, and my oil filler cap was missing! I looked around the engine bay for the elusive cap but it was nowhere to be found, so my only option was to get on the phone for recovery and get back home. There is an upside to this, no damage was done and I have learnt whenever you check your oil please ensure you put the filler cap firmly back on!

A couple of issues ago I printed a feature on Mike Clifford's 900 Carlsson, I am pleased to report it has found a new home, and the current owner, Christopher Darwin, has dropped me a line as follows: "Your mention in the last issue of 'Driver' about Mike Clifford's White 1990 900 inspired me to contact him. As a result, I collected the car on 4 July. It has clearly been well looked after by its one previous owner, although there are several little jobs that need doing – typical of a car that has had little recent use. Its total mileage of 135,000 means that I hope to have many years more use out of it. Although it may be driven at our track days, it will not be our dedicated track car – we have another 1990 900T16 for that job. Many thanks for publicising our track day at Snetterton on Thursday, 1 October 2009 – several Saabs are already listed. Anyone interested and would like to know more should call me on 01288 381265 or c.darwin@virgin.net"

Thanks Christopher, I am glad I was of service to both yourself and Mike Clifford.



Whilst I was away on a company training course, Mrs Ellie, received a call from Mr Francis Burgess. On my return I gave him a call, it turns out he is the proud owner of a 1973 99L 2.0 (pictured), the amazing thing is he has owned this car since 1976, bearing in mind the previous owner was the local Saab dealer principal. From the picture you can see the car appears to be in as near perfect order, as a nearly 40-year-old car can be, and here's the best bit, it has covered a genuine 75,000 miles. Francis would really like a true Saab enthusiast to take over ownership of this car, details are Saab 99L, 2.0, Yellow, MOT to June 2010, the car is in the Kent area. If you are interested you can contact Francis on 01843 594918, he is looking for a figure of £995. I think that's a bargain.

I met loads of old friends and made a lot of new friends at the SOC National. I will have a detailed write-up and pictures in the next 'Driver', which will be due just before Christmas. Yes I know it's that time already! I will cast back to a lot of events over a very good Saabing year. Oh yes and a very special mention to Francesca (dad owns a lovely GM 900 Convertible) you will be in the next edition with pictures! In fact you can drop me a line to tell me in your own words how much you enjoyed painting that car... this invite is to all those who enjoyed painting Richard Elliott's car at the SOC National 2009, I am looking forward to your letters.

## And Finally

I would really like to thank everyone who I have met over the past few months who actually enjoy this section of the magazine, (I am still confused as to why?) and the fact that I always have compliments on the content of the 'Driver' – thank you. Don't forget if you have anything to add, just drop me a line or give me a call, and of course if you are prepared to take the risk and invite me please let me know well in advance so I can ensure I turn up. If the venue involves eating then Mrs Ellie will be there! The next edition will contain my write-up on the SOC National, and everything else I manage to get to, including the first event of the Beds, Herts and Bucks Group.

A date for your diary is 13-15 November, the NEC Classic Car Show in Birmingham, the SOC will have a stand in Hall 1 – if you get a chance please visit the SOC stand for a chat, for those who know me you know I always have time for a chat!

## And Definitely Finally

Thank you to all our SOC Members for your continued support, and remember it's your Club, so if there are things you would like to see added or changed please write/e-mail and let us know – and if there are events happening in your area, again please let us know.

See you soon

Ellie

# North West Group Still Going Strong After 35 Years

Did you know that the formation of the North West Group of Saab Owners Club can be partly attributed to Stig Blomqvist and Per Eklund?

As a young man moving down from the beautiful West of Scotland to live and work in Manchester in the early 1970s, I had been inspired by watching the two works Saab drivers performing amazing feats on the 1971, 1972 and 1973 RAC Rallies and I vowed to change my rather unreliable Mini Cooper S for a Saab 96. However, my first Saab experiences were memorable for the wrong reasons: the engine in my 1964 Bullnose Two-Stroke blew up soon after purchase, despite carefully following the oil/fuel mixture instructions and with no separate oil tank as on the Sport model!

Undeterred and with a reconditioned engine bought from Anderson Motors, Stockport (sadly no longer in business) I joined the Owners Club in late 1973 and soon discovered that there seemed to be no active Group in the North West area. I decided it was time for action. Large numbers of membership leaflets were obtained from Rick Seal, the Membership Secretary, together with names and addresses of Members in the area and the inaugural meeting took place at the Gateway Hotel in East Didsbury, Manchester in early 1974.

The first few meetings attracted a healthy turnout of fellow enthusiasts. After electing a small committee we set about planning a calendar of events for the year ahead. Activities in those early days included film shows (courtesy of Saab GB, Castrol, Shell and Dunlop), quizzes, hotpot suppers, slide shows, treasure hunts, brewery visits (very popular), technical evenings (sometimes at Saab dealers' workshops) and a

memorable visit to the GMT skidpan in East Manchester, which provided excellent entertainment (especially for spectators).

After many years meeting at the Gateway the NW Group was fortunate to be offered the use of Saab Manchester's premises in Deansgate, Manchester, which became our 'home' for many years until the business changed ownership to Stratstone and shut down a year or two ago.

So, 35 years later the NW Group is still going strong under the capable leadership of our Chairman, Richard Elliott who took over from the late (and sadly missed) Ray Swales several years ago. Many Members will remember Ray as he spent several years as Vice Chairman/Branch Liaison Officer travelling to all parts of the country offering advice to prospective and existing Groups. Many Members will also know our Treasurer Mike '96V4' Crouch who has now been in the role for over 30 years! Mike has also been a personal friend for 30 years. He helped me considerably when Group meeting attendances began to fluctuate. He was also press-ganged into becoming my 'service crew' in the early 1980s when I was Stage-rallying a 96V4, and an excellent job he did too, using a bright 'Orangey Red' 95V4 which was very easy to pick out in the Service Areas!

Despite not having a permanent 'home' nowadays the NW Group has a full and varied programme of events, details of which can be found in the 'Driver' and on the NW website or Saabtec website. New Members are always welcome to one of the longest established Groups in the country. Here's to the next 35 years!

John Ransley

## South West Saab Cabriolet Challenge

An invite went out to all Cabriolet owners to take part in a Cabriolet Challenge from Podimore services to Stourhead. It was open to all makes not just Saab.

At Podimore we had 11 cars ready for a nice drive on a very sunny dry day. Four Classic Saab 900s, three Saab 9-3s, two BMWs, a new Audi A3 and a Vauxhall VX220.

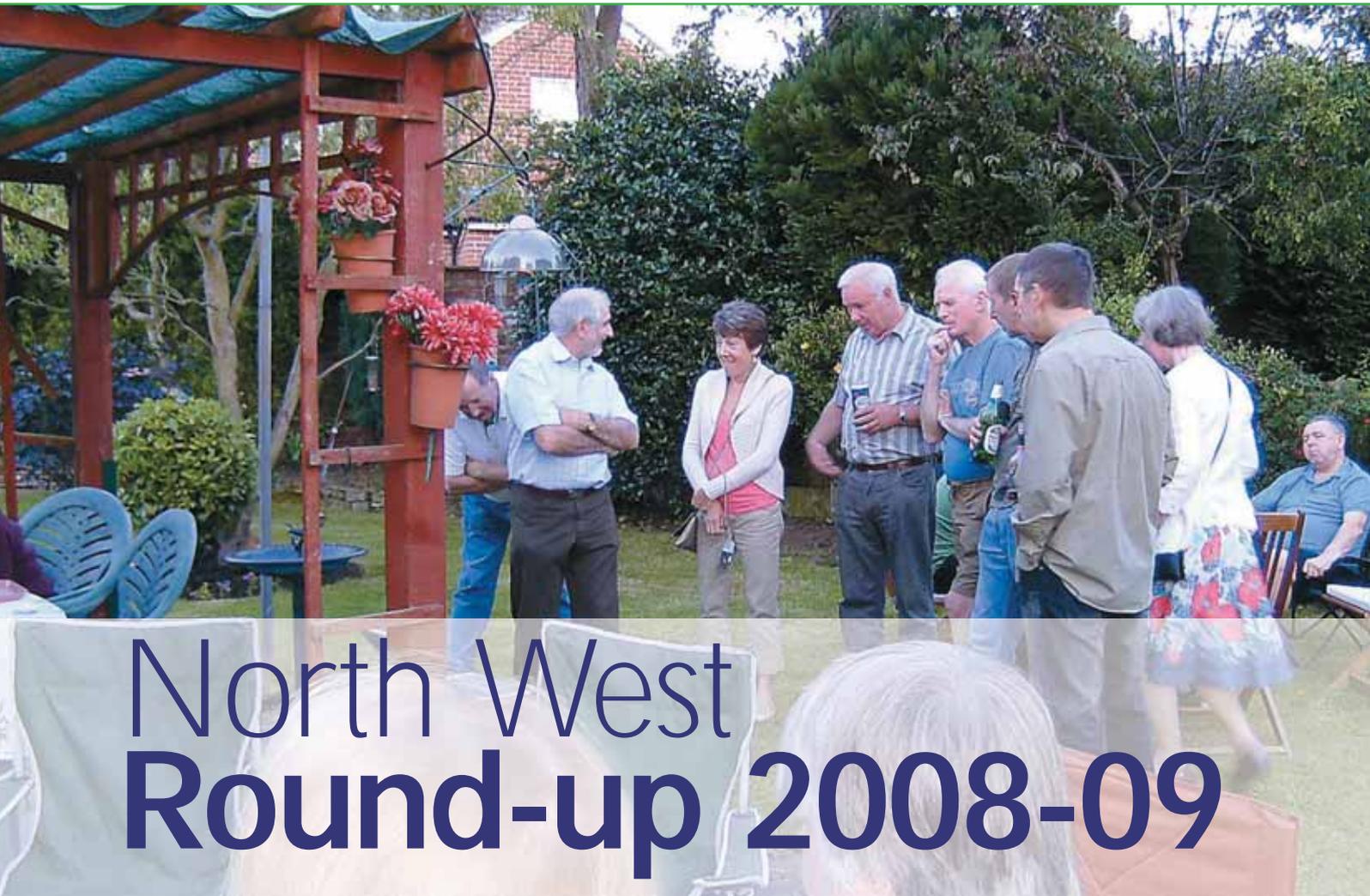
Half the route was on the A303 and half the route was through the villages of Bourton and Zeals and on to Stourhead. At Stourhead we were able to all park together. There was the opportunity to have a picnic on a nice lawn or to visit their café. After the picnic a few people headed home and the others went for a walk around the massive gardens. Well worth a visit if you are in the area.

A very enjoyable day which we may do again next year. A big thank you to all those who came along and special thanks go to Andy for loaning me his 9-3 Convertible – saved me chopping the roof off mine.

For those interested, there are links to a video and more photos on our website: [www.southwestsaab.co.uk](http://www.southwestsaab.co.uk)

Robin Morley





## North West Round-up 2008-09

Since the last NW news in the 'Driver', which was a visit to 'Cloud 23' the Sky Bar on the 23rd floor of the Hilton Hotel in Manchester, the NW Group has been meeting in new and interesting locations, and now Saab Manchester has gone we have lost our permanent home for the last 20 years. We are now the Saab equivalent of 'travellers' constantly on the move from one location to another.

Last August saw us revisit the Howard Town Brewery in Glossop, once you've found the brewery, the actual tour does not take long. The beer connoisseurs amongst us then bombarded the owner with how? Why? And what if? But the 'Ale' to be consumed and the potato pie supper make this a 'must do' trip.

September was a visit to the Marble Arch, not the one in London but a small pub in Manchester, and guess what? – it has its own small brewery attached. Impossible to find but once found easy to remember. The pub is itself very interesting, the interior is very Victorian, completely tiled and with a sloping floor. The beer is an acquired taste which will, of course, necessitate more visits! In fact, this has now become the 'Noggin & Natter' venue.

December was the Christmas get together at the Grouse Inn in Chunal situated in the high peaks between Glossop and Chapel-en-le-Frith. It was a very, very cold and frosty night, the moon was so bright you could have driven without lights. The warm roaring fire and the excellent buffet made this choice of venue excellent.

The Annual Dinner was held at the 'Home', a Restaurant and Pub in Little Bollington near Lymm in Cheshire. The Annual Dinner is always well attended and with numbers well into the 30s, this year was no exception. The food was excellent.

The Quiz was due to take place in March at the Windy Harbour but was cancelled and instead we joined a pub quiz in the Old Oxford in Bexley Square in Salford, Manchester. This was a 'real' quiz with teams resembling University Challenge contestants. However, our 'A' team headed by Dan (the encyclopaedia) Uzansky came second, only pipped by one point.

We later found out that the winning team selects the next quiz night questions. Boy, we had a lucky escape.

This brings us round to June when the 'Peaks and Dales' tour took place, a record number this year and once again the weather was fantastic. The event included a trip to 'Compo's Chippy, in Holmfirth on the Friday night and finished with the usual mouth watering buffet at the Windy Harbour.

Will there be another one next year? The routemasters Mike Doughty and Veronica and the organiser of our Club, chairman Richard Elliott, had their arms twisted and the answer was yes.

June saw the NW at the home of Margaret Fielden and Tom for our annual BBQ, creatures of habit that we are this will be the fourth BBQ in Northenden near Manchester airport. The weather had been unusual that day with thunderstorms and torrential rain, however on arrival it was a haven of peace. Margaret saying they had not seen a spot of rain all day. Tom does the barbecuing and he's getting very good, a choice of burgers, sausages and steak form the BBQ or lasagne, chilli and salads were on offer, it really was a good night out. The daylight began to fade around 10.30pm and every one said their goodbyes and prepared to make their way home.

John Newby

# SOUTH WEST SAAB Reaches New heights!

Who would have thought a few months ago that our new Group would reach such 'dizzy heights' so quickly?

Well, we certainly did with our Gliding evening, way up into the skies over Devon to be precise.

One of our regular members, Mik, suggested at one of our meetings that he could organise a 'flying' evening during the summer at his local flying club, the Devon and Somerset Gliding club.

This exciting opportunity was too good to miss, so Mik made the arrangements for the evening of the 24 June – weather permitting.

These plans were made during the winter months so the planned date was a long time coming round, but in due course the date arrived and the weather was perfect!

We had to be there by 6.00pm to give us time to learn the controls and safety procedures, and to leave enough time to get into the air.

I have to admit that during the months leading up to the night I was having serious doubts about going up, and that I might just take photos and watch.

However, once you see friends and family climbing out of the cockpit after their flight with the most enormous grin on their

face, and exclaiming how fantastic it was, I couldn't get into the pilot's seat fast enough!

What an amazing feeling it is to be swooping and soaring in the skies with the rolling countryside on one side and a view out over the coastline on the other, it was amazing.

Two of the teenage members even did some acrobatics, and one of them, my son Phillip, said he could really feel the 'G' forces during the 'loop-the-loop'.

Everyone got the chance to fly, so there were no disappointments amongst the group, and we all went home with a little bit of the 'Top Gun' pilot feeling!

Many thanks to Mik for arranging the whole event, it was certainly an experience we will all remember.

Alex Rankin





# The National 2009

This was to be the first national since the birth of our local Group, South West Saab, and we were given a very special task to do, watch the children paint a Saab.

Alex and his family and my family arrived late afternoon on the Friday to set up camp, we got our gazebo ready and then settled down for a relaxing evening chatting to the others, meeting faces for the first time, eating, etc.

In the morning our 'victim' arrived. It was a black 9-5 Estate owned by our Chairman Richard Elliott. At that point I decided to move my black 9-5 Estate out of the way as I felt it was a tad close to the paint brushes. I could envisage adults saying to the children, it's the black car over there, go paint it...

During the day many children and adults added their little

pictures and texts to the car and by early evening there was not a lot of black left. Everyone who took part really enjoyed it, so much so that I think it is a good idea to take to other shows. I will add that we first saw the idea at the Latvia International last year, they have started something now.

In the morning, after another very nice relaxed night, we saw Richard cleaning the lights off and attaching the multi coloured Saab to his caravan to drive home. I bet he got some stares on his journey.

Thank you for the show and see you all again next year.

Robin Morley



The location at Stratford was perfect, set in a popular tourist area, facilities were good on the racecourse and the town centre a pleasant walk down the river.

The event started with a meal in the evening for those who came Friday, after the main day Saturday a barbeque was enjoyed by many, concluded on Sunday with a leisurely drive around the Cotswolds prepared by Iain.

We were fortunate to enjoy good weather, many day visitors joined the event on the Saturday and the indoor areas available didn't need to be used so that was a bonus.

There were many interesting cars and hours were spent preparing prior to the voting, in order to show them at their best. When voting started it was not an easy task (if not impossible) to choose the best car in each model category due to the high

quality of exhibits. Our thanks go to those Members who made an effort to come and display their cars at Stratford for everyone's enjoyment. Another star of the show turned out to be the car painting competition, an idea from Latvia Derek proposed, children and adults were kept busy all day showing their creative flair on a black 9-5 Estate, I drove the car back to Glossop after the event on Sunday and it caused a lot of interest from other people travelling on the M6. I reluctantly cleaned the car Sunday evening as it was truly a work of art, however it will be remembered forever as there were many pictures taken.

It was a memorable event enjoyed by many, thank you to the all the people (too many to mention individually) who worked so hard to make the weekend a success, I am looking forward to 2010.

Richard Elliott



**Meguiar's UK Ltd sponsored the best car competition and provided a bag of goodies for the winners**

The winners:

**Car of the show** Chris Boffey  
**Best Vigen** Rob Gray  
**Best 9-5** John Buffton  
**Best 9-3, GM 900** Stephen Watson  
**Best 9000** Steve Alty  
**Best 99** Keith Squires  
**Best classic 900** Craig Bell

**Best 99 Turbo** Alan Courtenay  
**Saab 95 V4** Chris Boffey  
**Best Two-Stroke** Mike Thompson  
**Best Sonett** Peter Briggs

Prizes were awarded on Saturday afternoon.





# SAAB OWNERS CLUB TREASURER'S REPORT & ACCOUNTS

Year Ending 31 March 2009  
(follow on the next few pages)



## CONTENTS OF REPORT & ACCOUNTS

DIRECTORS & PROFESSIONAL ADVISORS .....	32
AGM AGENDA .....	33
CHAIRMAN'S REPORT .....	33
MINUTES OF LAST AGM .....	34
REPORT OF THE DIRECTORS .....	35
AUDITOR'S REPORT .....	35
PROFIT & LOSS ACCOUNT .....	36
BALANCE SHEET .....	36
NOTES TO THE FINANCIAL STATEMENTS .....	37
DETAILED PROFIT & LOSS ACCOUNT .....	38

## DIRECTORS AND PROFESSIONAL ADVISORS

### Directors

D Barrow  
K D Copperwheat  
R P Elliott  
T Field  
D Garnett  
E Wilson  
A Philpott  
D Best (Appointed 04/10/2008)  
R O'Connor (Appointed 04/10/2008)  
J Lawless (Appointed 04/10/2008)  
(Resigned 18/01/2009)

### Secretary

K D Copperwheat

### Registered Office

Ruston House  
Chapel Road  
East Ruston  
Norfolk  
NR12 9AA

### Company number

1189665

### Auditors

BHA (Audit) Limited  
Bradford House  
Yarmouth Road  
Stalham  
Norfolk  
NR12 9PD

### Accountants Office

C T Accountancy Services  
Ruston House  
Chapel Road  
East Ruston  
Norfolk  
NR12 9AA

### Bankers

HSBC  
High Street  
Cranleigh  
Surrey  
GU6 8AL

# AGM AGENDA

## For The Year Ending 31st March 2009

The 35th Annual General Meeting of the above company will be held at Bond Street Select, Anstey on Saturday 10th October 2009 at 12.00 noon for the following purposes:

### AGENDA

- 1 Apologies for absence.
- 2 To confirm the minutes of the 34th Annual General Meeting.
- 3 Matters arising from those minutes.
- 4 To receive and if thought fit, adopt the report of the Directors and financial statements for the year ending 31st March 2009.
- 5 To elect two persons as Directors, both of whom have retired by rotation in accordance with the Articles of Association.  
Dave Garnett  
David Barrow
- 6 To appoint Auditors and authorise the Directors to fix their remuneration.
- 7 Any other business.

BY ORDER OF THE BOARD  
K D COPPERWHEAT  
Secretary

*Any Member of the company entitled to attend and vote at the meeting may appoint another person (whether a Member or not) as his proxy and vote instead of him. Proxies must be lodged with the Secretary at Cobble End Cottage, Pennygate, Barton Turf, Norfolk, NR12 8BG by 11.00 am on the 9th October 2009.*

*Current membership cards must be shown on entry to the meeting.*

## CHAIRMAN'S REPORT

At the Board meeting following last years AGM I was elected by the Directors to be Chairman for the first time and it was an honour to accept, following Peter Turner who worked hard in this role and had to deal with some challenging problems and new developments.

Our thanks go to Peter and Janet for their dedication and commitment, it was good to see them both at the National and Peaks and Dales.

This year has been successful for the Club and most events have been well attended and exceeded expectations.

The Peaks and Dales broke all records this year and the National also exceeded last years attendance but it continues to be hard to recruit new Members and several projects have been developed to increase membership which are now ongoing.

Any help you can give recruiting new Members is essential for us to generate the income we need in order to maintain and develop more benefits for our Members.

We have been able to reduce costs in the production of the 'Driver' and in other areas and we will see the benefits in 2010 but we still need to keep a keen eye on membership income.

Local Groups and shows are an important area and our thanks go to Elli Wilson for his hard work and enthusiasm developing new Groups and supporting existing Members all over the country.

Our thanks go to Elizabeth and Paul Mills and Jean and Bernard Crowhurst who again organised two hotel weekends in March and April which were as usual well attended.

There have been too many other events around the country organised by volunteers to mention individually, our thanks go to all who committed time

planning and running these events for the enjoyment of our Members.

If you have any ideas and would like to plan an event talk to us and we will give guidance and support, it's your Club so I would encourage you to be more involved as I am sure you will find it rewarding.

Motorsport continues to be enthusiastically steered by Dave Barrow and support continues from the Club to those individuals we read about in the 'Driver'.

The 'Driver' continues to evolve and our thanks go to all the contributors including the Registrars, Dave Garnett for his continued commitment to ensure our magazine is at the forefront of Club publications.

Finally on behalf of the Board I would like to thank you, the Members for your continued support and look forward to meeting you at some of the events later this year and in 2010

Richard Elliott

# MINUTES OF THE 34th ANNUAL GENERAL MEETING of the Saab Owners Club of Great Britain Limited Held at Bond Street Select, Anstey – Saturday 4 October 2008

The meeting was opened at 12 noon by retiring SOC Chairman, Peter Turner who welcomed all attendees. Peter then handed over to Simon Barre who gave a short address.

Simon welcomed our Members and congratulated them on 34 years of the Owners Club. He explained that this was an interesting time and that there were eagerly awaited new models such as the TTid. At the other end of the chain 900s and 9000s were still being traded in which needed to go to enthusiasts who will look after and appreciate them. He indicated that this was a good time to buy a Saab due to depreciation, and there was more to look forward to; Saab champagne, now being sold at Bond Street Select alongside the cars, a bottle of which would be donated for a prize draw later in the day.

Peter Turner then resumed the chair and briefly ran through the agenda before introducing the Board of Directors.

## 1 Apologies for absence

Rachel Hillier, Rosemary and Ron Hubbard, Pat and Eric Carlsson, Sue and Keith Long, Fred Glidden, Martin Clist-Woodward and Dave Barrow.

## 2 Confirmation and acceptance of the Minutes of the 33rd AGM

The motion was proposed by Carl Moxon (Member No 18881), seconded by Dave Ross (Member No 6215) and passed with one abstention.

## 3 Matters arising from those Minutes

None.

## 4 To receive and adopt the accounts and financial report 2008

Keith Copperwheat, Treasurer, indicated that the SOC had made a profit in the 2007/2008 financial year due to a slight increase in Membership and a cut in expenses.

Mike Philpott (Member No 1659) asked whether the increase in membership was due to accruals via accountancy or actual Membership. Keith Copperwheat explained that the increase was purely due to accountancy accruals in respect of the problems experienced with MGOC collecting funds via direct debit.

The acceptance of the accounts and financial report was proposed by Jean Crowhurst (Member No 1347), seconded by Ron Eades (Member No 1147) and unanimously approved.

Members from GWS Local Group then arrived, later than expected.

## 5 Four written questions from the Membership

The Chairman explained that written answers would be provided to the effect that:

Q1. Can each of those Committee Members who sat in on the meeting held between GWS and the SOC board last year regarding the aborted SOC National at Castle Coombe, confirm the minutes that were subsequently supplied by the SOC board are a true and accurate report of what was said and agreed by all parties on that day?

The minutes of the special Board meeting of 25 November were unanimously approved at the Board meeting held on 13 January 2008.

Q2. Can the Chairman confirm to the meeting the explanation printed in 'Driver' as to the reasons why the National at Castle Coombe was not held, are true and accurate, despite GWS refusing to accept them? Also why were GWS not given the opportunity to reply?

The explanation was true and accurate and unanimously approved by all directors before it was published on the UK Saabs forum on 2 December 2007 and printed in the January/February edition of 'Driver'. I have not at any time received any communication concerning the content of the explanation from GWS, despite them having the accepted right of reply.

Despite the Chairman's assertion that written answers alone would be given to these questions there were repeated unruly interjections from the GWS delegation and assertions that there existed a tape recording of the meeting made by the GWS Members who had attended and a transcript of that tape available.

It was proposed that this matter be discussed in the Q and A session post meeting and order was eventually restored and the meeting continued.

Q3. Can the committee explain why the cost of designing and printing 'Driver' is over twice the normal costs of producing such a magazine?

The 'Driver' is the main contact point between Members and the Club in relating news, views and all other items of interest. With this in mind the Club holds the views that the 'Driver' is the most important tool of the Club for all members and should be of the best quality available. The 'Driver' is produced for the Club by MYPEC as a package. The complexity of advertising, designing, printing, packaging and postage are managed by MYPEC on behalf of the Club.

Editorial meetings take place and costs are constantly evaluated. Interestingly in the recent study carried out, 89% of the respondents rated the 'Driver' as good or excellent.

Other offers to produce the 'Driver' have been received, but on close examination, they are only interested in fixed cost layout and printing rather than the whole package. As we have not had a 'like for like' quote we cannot compare costs.

As previously stated the directors hold the view that the magazine should be of the best quality as it is the most important communication tool of the Club.

Q4. Can the Committee (Treasurer) explain why the Report and Accounts for the last two years do not appear to balance. Also why are the accounts never audited?

The Reports and Accounts for the years ending 31 March 2006 and 31 March 2007 were submitted to the AGMs in those years, questions raised, responses and explanations given and Members approved the accounts for both years. These matters are closed. The accounts for this year have been audited.

## 6 The Election of three Members of the Board

The Chairman Peter Turner explained that he had now stepped down and was technically no longer a director, although the Board had requested that he chair the AGM. Three volunteers, Derek Best (to take on the National), Robin O'Connor (Dealership Liaison) and Julian Lawless (Treasurer) were then duly elected.

## 7 The auditing of the accounts

Keith Copperwheat confirmed that the accounts had been audited by BHA Audit Ltd., of Norfolk. In future he recommended that CT Accountancy prepare the accounts and BHA continue to audit them at a total cost of over £3000. This proposal was passed with four abstentions.

The chairman again thanked all attendees and the meeting formally closed at 12.35pm.

# REPORT OF THE DIRECTORS

for the year ended 31 March 2009

The Directors present their report together with the financial statements for the year ended 31 March 2009.

## Results

The Profit and Loss Account is set out on Page 36 and shows the Profit for the year.

## Principal activities

The Company's principal activity is that of running a motor club for owners of Saab cars. Reports of events throughout the year appear in 'Driver'. The financial statements show a loss for the year after taxation amounting to £5,902 (2008 - £9,480 profit) which has been transferred to reserves.

## Share Capital

The company is limited by guarantee and does not have a share capital.

## Directors

The directors of the company during the year were:

D Barrow	K D Copperwheat
R P Elliott	T Field
D Garnett	E Wilson
A Philpott	D Best (Appointed 4/10/08)
R O'Connor (Appointed 4/10/08)	J Lawless (Appointed 4/10/08) (Resigned 18/01/09)

No director has any beneficial interest in the Share Capital of the Company. The directors who retire by rotation are D Garnett and D Barrow who will be offering themselves for re-election.

## Statement as to disclosure of information to auditors

So far as the directors are aware, there is no relevant audit information (as defined by Section 234ZA of the Companies Act 1985) of which the company's auditors are aware, and each director has taken all the steps that he ought to have taken as director in order to make himself aware of any relevant audit information and to establish that the company's auditors are aware of that information.

## Auditors

The auditor, BHA (Audit) Limited, will be proposed for re-appointment in accordance with Section 385 of the Companies Act 1985.

This report has been prepared in accordance with the special provisions of Part V11 of the Companies Act 1985 relating to small companies.

BY ORDER OF THE BOARD

K D COPPERWHEAT

SECRETARY

3rd August 2009

# AUDITORS' REPORT on the audited Financial Statements

for the year ended 31 March 2009

## To the shareholders of The Saab Owners Club of Great Britain Limited (By Guarantee)

We have audited the financial statements of the Saab Owners Club of Great Britain Limited (By Guarantee) for the year ended 31st March 2009 on pages 36 to 38. These financial statements have been prepared in accordance with the accounting policies set out therein and the requirements of the Financial Reporting Standard for Smaller Entities (effective January 2007).

This report is made solely to the company's Members, as a body, in accordance with Section 235 of the Companies Act 1985. Our audit work has been undertaken so that we might state to the company's Members those matters we are required to state to them in an auditors' report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the company and the company's Members as a body, for our audit work, for this report, or for the opinions we have formed.

## Respective responsibilities of directors and auditors

The directors' responsibilities for preparing the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice) are set out on page 36.

Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

We report to you our opinion as to whether the financial statements give a true and fair view and are properly prepared in accordance with the Companies Act 1985. We also report to you whether in our opinion the information given in the Report of the Directors is consistent with the financial statements.

In addition, we report to you if, in our opinion, the company has not kept proper accounting records, if we have not received all the information and explanations we require for our audit, or if information specified by law regarding directors' remuneration and other transactions is not disclosed.

We read the Report of the Directors and consider the implications for our report if we become aware of any apparent misstatements within it.

## Basis of audit opinion

We conducted our audit in accordance with International Standards on

Auditing (UK and Ireland) issued by the Auditing Practices Board, except that the scope of our work was limited as explained below.

An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the directors in the preparation of the financial statements, and whether the accounting policies are appropriate to the company's circumstances, consistently applied and adequately disclosed.

We planned our audit so as to obtain all the information and explanations which we considered necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. The audit relates to the financial statements for the year ended 31st March 2009, and the comparative figures included within these accounts have not been subject to an audit.

In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

Owing to the nature of the Company's records and procedures and as we were unable to observe the counting of the stock as of 31st March 2009 we were unable to satisfy ourselves as to the stock valuation.

## Opinion

In our opinion: Except for the effects of such adjustments, if any as might have been determined to be necessary had we been able to satisfy ourselves as to the stock valuation the financial statements give a true and fair view, in accordance with United Kingdom Generally Accepted Accounting Practice applicable to Smaller Entities, of the state of the company's affairs as at 31st March 2009 and of its results for the year then ended; the financial statements have been properly prepared in accordance with the Companies Act 1985; and the information given in the Report of the Director is consistent with the financial statements.

## BHA (Audit) Ltd

Chartered Certified Accountants & Registered Auditor, Bradford House, Yarmouth Road, Stalham, Norfolk, NR12 9PD

3rd August 2009

# PROFIT AND LOSS ACCOUNT

for the year ended 31 March 2009

	Note	2009 £	2008 £
<b>Turnover</b>	1	<b>68,001</b>	79,794
Commission Received		<b>6,803</b>	7,400
		<b>74,804</b>	87,194
Drivers magazine net production costs		<b>(44,744)</b>	(41,395)
Club Shop		<b>(874)</b>	285
Administrative Expenses		<b>(33,718)</b>	(30,799)
Events and Sponsorship (net)		<b>(4,467)</b>	(9,258)
<b>Operating Profit/Loss</b>	2 & 3	<b>(8,999)</b>	6,027
Interest receivable		<b>3,097</b>	3,453
<b>Profit (Loss) on ordinary activities before and after taxation for the financial year</b>		<b>(5,902)</b>	9,480
Retained profit brought forward		<b>57,303</b>	47,823
<b>Retained Profit carried forward</b>		<b>51,401</b>	57,303

The notes on page 37 form part of these financial statements.

# BALANCE SHEET

for the year ended 31 March 2009

	Note	2009 £	2008 £
<b>Fixed Assets</b>			
Tangible Assets	4	<b>749</b>	565
<b>Current Assets</b>			
Stock		<b>7,399</b>	7,412
Debtors and Prepayments	5	<b>1,392</b>	1,888
Cash at Bank and in Hand		<b>22,494</b>	33,280
		<b>31,285</b>	42,580
<b>Creditors:</b>			
amounts falling due within one year	6	<b>35,633</b>	40,842
<b>Net Current Assets/Liabilities</b>		<b>(4,348)</b>	1,738
<b>Assets over one year</b>		<b>55,000</b>	55,000
<b>Total Assets less current liabilities</b>		<b>51,401</b>	57,303
<b>Capital and Reserves</b>			
Profit and loss account	7	<b>51,401</b>	57,303
<b>Shareholders' Fund</b>		<b>51,401</b>	57,303

## Statement of Directors' Responsibilities

The directors acknowledge their responsibilities for:

- ensuring that the company keeps accounting records which comply with section 221 of the Companies (a) Act 1985; and
- preparing financial statements which give a true and fair view of the state of affairs of the company as at 31 March 2009 and of its loss for the year then ended in accordance with the requirements of section 226, and which otherwise comply with the requirements of the Companies Act 1985 relating to financial statements, so far as applicable to the company.

These financial statements have been prepared in accordance with the special provisions of Part VII of the Companies Act 1985 relating to small companies and the Financial Reporting Standard for Smaller Entities (effective January 2007).

The financial statements were approved by the board of directors and authorised for issue on 3 August 2009.

*K D Copperwheat, Director*

*R P Elliott, Director*

# NOTES TO THE FINANCIAL STATEMENTS

for the year ended 31 March 2009

## 1 Accounting Policies

The financial statements have been prepared under the historical cost convention. The following principal accounting policies have been applied.

### Depreciation

Depreciation is provided to write off the cost or valuation, less estimated residual values of all Tangible fixed assets, except for investment properties and freehold land, evenly over their expected useful lives. It is calculated at the following rates:

Plant & machinery – 25% straight line

### Turnover

Turnover represents membership's subscriptions receivable in the period less value added tax.

### Stocks

Stocks are valued at the lower of cost and net realisable value.

## 2 Operating (Loss)/Profit

	2009 £	2008 £
This is arrived at after charging:		
Depreciation of tangible fixed assets	249	282
Auditors' remuneration – audit services	<u>2,300</u>	<u>2,000</u>

## 3 Directors' Remuneration

No director received any emoluments during the current year (2008 – £nil).

## 4 Tangible Fixed Assets

	Plant and machinery etc £
<i>Cost</i>	27,502
Addition	433
At 31 March 2009	27,935
	Plant and machinery etc £
<i>Depreciation</i>	
At 1 April 2008	26,937
Provided for the year	249
At 31 March 2009	<u>27,186</u>
<i>Net book value</i>	
At 31 March 2009	<u>749</u>
At 31 March 2008	<u>565</u>

## 5 Debtors

	2009 £	2008 £
Other debtors and prepayments	<u>1,392</u>	<u>1,888</u>

All amounts shown under debtors fall due for payment within one year

## 6 Creditors: amounts falling due within one year

	2009 £	2008 £
Other Creditors	<u>35,633</u>	<u>40,842</u>

## 7 Profit and Loss Account

	2009 £	2008 £
Reserves brought forward	57,303	47,823
Profit/(loss) for the year	<u>(5,902)</u>	<u>9,480</u>
As at 31 March 2009	<u>51,401</u>	<u>57,303</u>

# DETAILED PROFIT AND LOSS ACCOUNT

for the year ended 31 March 2009

	Note	2009 £	2008 £
Membership		<b>68,001</b>	79,794
Commission Received		<b>6,803</b>	7,400
'Driver' Magazine net production costs	(A)	<b>(44,744)</b>	(41,395)
Club Shop	(B)	<b>(874)</b>	285
Administrative Expenses	(C)	<b>(33,718)</b>	(30,799)
Events and Sponsorship	(D)	<b>(4,677)</b>	(9,258)
<b>Operating (Loss)/Profit</b>		<b>(8,999)</b>	6,027
Bank Interest Received		<b>3,097</b>	3,453
<b>Profit/(Loss) on ordinary activities</b>		<b>(5,902)</b>	9,480
<b>(A) 'DRIVER' MAGAZINE</b>			
Advertising income		<b>31,637</b>	42,092
Production and advertising costs		<b>(64,925)</b>	(70,277)
Commission paid		<b>(6,164)</b>	(7,256)
Postage and distribution costs		<b>(5,292)</b>	(5,954)
		<b>(44,744)</b>	(41,395)
<b>(B) CLUB SHOP</b>			
Shop Sales		<b>2,403</b>	1,990
Opening Stock		<b>(7,412)</b>	(5,139)
Purchases		<b>(2,224)</b>	(2,836)
Closing Stock		<b>7,399</b>	7,412
Cost of Sales		<b>(2,237)</b>	(563)
Shop expenses		<b>(1,040)</b>	(1,142)
Net Profit/(loss)		<b>(874)</b>	285
<b>(C) ADMINISTRATIVE EXPENSES</b>			
Donations		<b>100</b>	100
Professional Fees		-	200
Grant to branches		<b>1,774</b>	2,314
Web Page and IT Costs		<b>4,310</b>	664
Year and Accounts Book		<b>1,700</b>	2,685
Printing and Stationery		<b>176</b>	703
Postage and Telephone		<b>1,238</b>	1,202
Advertising		<b>755</b>	1,319
Membership and General Expenses		<b>10,912</b>	8,065
Meeting and Travelling Expenses		<b>5,603</b>	6,089
Insurance		<b>2,270</b>	2,305
Audit and Accountancy		<b>3,500</b>	3,250
Bank and Credit Card Charges		<b>983</b>	1,215
Sundry Expenses		<b>148</b>	406
Depreciation		<b>249</b>	282
		<b>33,718</b>	30,799
<b>(D) EVENTS AND SPONSORSHIP (net)</b>			
Classic and Historic Car Shows		<b>2,163</b>	2,791
National Rally		<b>300</b>	3,925
Motorsport Sponsorship		<b>2,030</b>	2,401
Weekend Events		<b>(26)</b>	141
		<b>4,467</b>	9,258

# Clean fit.



## Tailor-made Boot mats from Saab

Available for all models, our durable and easy-to-clean rubber cargo mat provides maximum protection against wet and soiled items, spillages and wear and tear in the load area keeping your Saab looking like new. Tailor-made to extend from side wall to side wall yet is easily removed for cleaning.

from **£56.95\***

For further information or to find your local Saab dealer call **0845 300 9395** or visit **saab.co.uk**

**SAAB**  
move your mind™

\*Price includes VAT and fitting. Price correct at time of going to press and are available at participating dealers only.

# 9000 FRANCE

When the weather people told us we were to have a barbecue summer, we in the North East took the news with a large pinch of salt. Without knowing on which day it would fall, we made the snap decision to spend a month visiting our relatives in France instead. Before you could say Frère Jacques, we had the ferry booked, the 9000 packed and were heading south on the A1.

With a journey in excess of 900 miles and our boxer, Celia, with us, we opted to camp and relax a little en-route. Our first stop was Canterbury. Previously, we'd only stayed overnight but on this occasion we gave the place the attention it deserved before crossing the channel to Dunkirk. In France we found a charming little site at Sauchy-Lestree, which we earmarked for future use but quickly changed our minds when jets from a nearby airbase started low-level flying until well after midnight.

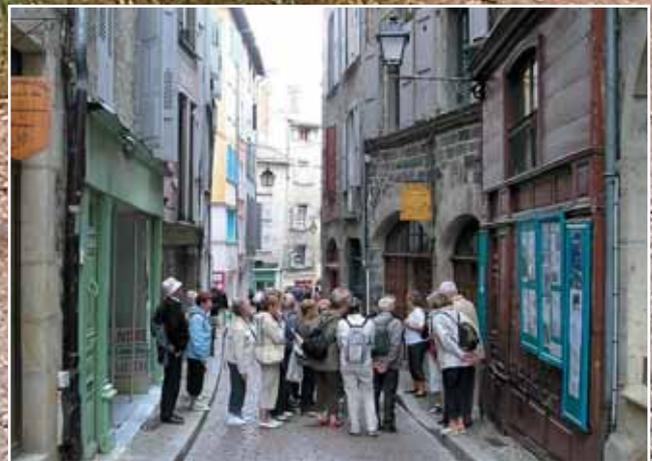
We avoided the Paris ring road and headed down the east side of the country and reached our destination, Le Puy en Velay, the following evening. Being the regional capital of the Haute Loire, it's a bustling town yet retains much of its 'olde worlde' charm. Our Peter's apartment has a marvellous view of the old town, which was built on the steep slopes of volcanic rock. We never tired of walking through the park into the town and exploring its narrow little streets. At the summit, above the cathedral, is a statue of Notre Dame de France. This was cast from Russian canons captured at the Siege of Sebastopol and is open to the public having an internal staircase and viewing windows. The town and cathedral are major points on the pilgrims' trail to Santiago de Compostela (or St Jacques de Compostelle in France) and many walkers can be seen around the town with their scallop shells (the pilgrimage symbol) hanging from their rucksacks. The chapel of St Michel d'Aiguilhe is also well worth a visit. This was built in 962 by the Bishop of Le Puy when he returned from his own pilgrimage to Spain.

Our nephew, Gérald, always makes sure we get to see some very interesting places tourists may otherwise miss. A short drive from Le Puy is the tiny hamlet of Neyzac

where we discovered a series of disused water mills set into a hillside. These date back to 1650 and each mill had its own reservoir and sluice-way to drive the impeller and grindstone. The escaping water could then be used to replenish other reservoirs further down the hillside – a forerunner to the Twin Turbo? We understand the mills were working as recently as the Sixties but have simply been left for posterity. They are unattended, there is no entrance fee and they have not been vandalised.

There seems to be continuous building work going on in Le Puy though it's heartening to see that many old structures are restored using as much of the original materials as possible and new buildings are sympathetic with their surroundings. There is always something going on in town. Last September, we enjoyed an annual medieval pageant, which lasted for several days and many of the townsfolk participated by dressing up in appropriate costumes. This time we took in a music festival. The main stage was set up in the town square but we didn't get that far. Most of the bars and cafes had organised their own live music and we spent the evening listening to a couple of excellent blues bands playing at opposite ends of a nearby street.

The CSE had been sitting quietly in a neighbour's garage and was straining to get on the open French roads again. The auto-routes may be expensive, particularly in view of the poor exchange rate, but what a pleasure it is to drive on them. The rest areas are generally clean and inviting and are so beneficial to anyone travelling with a dog. Although Le Puy is very busy traffic-wise, we've come to the conclusion that people drive around for the fun of it. Outside of town we rarely saw another car.



Gérald had taken us to visit many local places where his dog, Sac à Puces, and Celia could enjoy themselves. On this occasion, they would have to put up with a longer journey. We headed further south to see the Millau Viaduct. The web has many atmospheric photographs of the bridge but when we arrived there, there was hardly a cloud in the sky. Lunch beckoned and we'd been recommended a hotel next to the railway station at St Rome de Cernon. The owner turned out to be a bit of a misery; he wasn't interested when we turned up at the unreasonable time of 1.00pm and made some flawed excuse about expecting a coach trip. Instead, we had a lovely lunch with friendly service on the terrace of Le Routier Hotel just around the corner and eventually tired of playing 'Spot the Coach' due to an absence of contenders. We then headed for the all-important trip across the viaduct before leaving the auto-route for a scenic drive through the Tarn Gorge. For anyone who enjoys camping, sites are in abundance. On that occasion we were day-tripping but we may take the tent on a future visit. The dogs thoroughly enjoyed themselves in the Tarn.

Robert Louis Stevenson's *Travels with a Donkey in the Cévennes* begins with his departure from Le Puy. Like all holidays, the week soon passed and we found ourselves doing likewise. This time we went via Clermont Ferrand and made sure we had the Paris Périphérique behind us before finding a campsite at Proyart. Finally, we spent a few days in Watten where we had an appointment with the vet for Celia's treatment prior to our return to the UK.

Our expedition went without a hitch and the car behaved itself impeccably. We arrived at Dover in a heatwave but it was back to reality when we joined the busy English roads with their crowded service areas and nowhere to let the dog stretch her legs. The outside temperature gauge remained in the high twenties most of the way home and it wasn't until we reached North Yorkshire that the figures started to drop noticeably and we could see a dark grey sky ahead of us. It was 9.00pm in the evening when we got home but something told us it hadn't been much brighter earlier in the day.

The next morning we learned that the barbecue summer had fallen on a Tuesday. Quel dommage we missed it.

Terry & Irene Quinn





# SAAB



## Geneva Motor Show

Back at the beginning of the year I was very lucky to receive an invite to the Geneva Motor Show in Switzerland.

On display for the first time was the very nice Saab 9-3X, which looked very grand there in all the show lights. Two versions were there to look at on the press days. A lot had already been talked about the 9-3X within these pages and I am looking forward to seeing it at the local garage very soon.

Also on display was the 9-5 Griffin, very special, sadly not available here in the UK – and star of the show, for me, was the 9-X Convertible. When launched it was called the 9-X Air – what a fantastic looking car, I sure hope it makes it to production.

A big thank you to Saab for allowing me a spare ticket, well worth the journey.

Robin Morley





'Splatted'  
new members



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



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



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



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

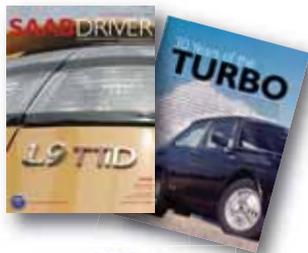


[www.saabclub.co.uk](http://www.saabclub.co.uk)

# JOIN THE UK'S LEADING SAAB OWNERS CLUB

Membership of the Club offers a wide range of benefits, including:

- An exclusive bi-monthly 64 page
- National and local events held throughout the year
- An extensive Club Shop
- A nationwide network of dealers and specialist suppliers who offer discounts and technical support for Club Members
- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



Join at [www.saabclub.co.uk](http://www.saabclub.co.uk)  
or phone **01954 232810**

Please quote Ref. No. SO09

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

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

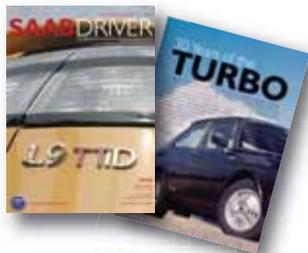
If you need any more 'splat' cards we will be printing a further set in the next issue, but if you can't wait contact [annes@mypec.co.uk](mailto:annes@mypec.co.uk)  
0113 255 6866 for more.

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

# JOIN THE UK'S LEADING SAAB OWNERS CLUB

Membership of the Club offers a wide range of benefits, including:

- An exclusive bi-monthly 64 page
- National and local events held throughout the year
- An extensive Club Shop
- A nationwide network of dealers and specialist suppliers who offer discounts and technical support for Club Members
- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



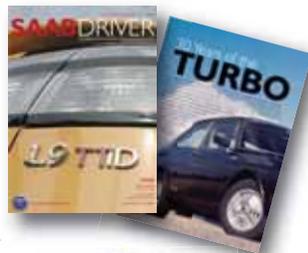
Join at [www.saabclub.co.uk](http://www.saabclub.co.uk)  
or phone **01954 232810**

Please quote Ref. No. SO09

# JOIN THE UK'S LEADING SAAB OWNERS CLUB

Membership of the Club offers a wide range of benefits, including:

- An exclusive bi-monthly 64 page
- National and local events held throughout the year
- An extensive Club Shop
- A nationwide network of dealers and specialist suppliers who offer discounts and technical support for Club Members
- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



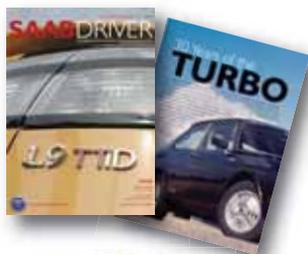
Join at [www.saabclub.co.uk](http://www.saabclub.co.uk)  
or phone **01954 232810**

Please quote Ref. No. SO09

# JOIN THE UK'S LEADING SAAB OWNERS CLUB

Membership of the Club offers a wide range of benefits, including:

- An exclusive bi-monthly 64 page
- National and local events held throughout the year
- An extensive Club Shop
- A nationwide network of dealers and specialist suppliers who offer discounts and technical support for Club Members
- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



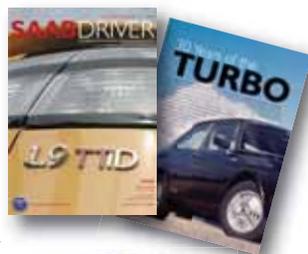
Join at [www.saabclub.co.uk](http://www.saabclub.co.uk)  
or phone **01954 232810**

Please quote Ref. No. SO09

# JOIN THE UK'S LEADING SAAB OWNERS CLUB

Membership of the Club offers a wide range of benefits, including:

- An exclusive bi-monthly 64 page
- National and local events held throughout the year
- An extensive Club Shop
- A nationwide network of dealers and specialist suppliers who offer discounts and technical support for Club Members
- Discounts at various outlets
- Exclusive Owners Club Insurance schemes.
- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



Join at [www.saabclub.co.uk](http://www.saabclub.co.uk)  
or phone **01954 232810**

Please quote Ref. No. SO09

# SAABTEC

Sales • Servicing • MOT & Parts  
manual transmission repair a speciality  
Tech 2 diagnostics  
Collection & Delivery arranged Courtesy Cars

close to A57 Manchester/Sheffield – Credit cards accepted  
Unit 4B, Hadfield Mills, Platt St, Padfield, Glossop SK13 1EB

TEL: **01457 867878**  
MOB: **0780 1103426** FAX: **01457 852944**  
e-mail: richardelliott@saabtec.co.uk  
www.saabtec.co.uk

## Mark Arnold

Dealing in  
**SAABS**  
for over 37 years

*all vehicles personally selected & appraised*

Visit our website  
**www.markarnold.co.uk**  
for full details of current stock

**What really matters is  
attention to detail!**

- SAABS under 5 years old, £7k - £20k
- Most with only one previous owner and full Franchised Dealer service history
- Every car carries my own Parts and Labour warranty
- Part exchange considered

Tel: **01454 412073**  
Mobile: **07836755499**

# SAAB

Authorised Dealer

Mail order service  
for parts and accessories

Parts Hotline: (01342) 718799  
Parts Fax: (01342) 714085

All major credit cards accepted

Turners Hill Garage Ltd

Turners Hill, Crawley, West Sussex  
Website: <http://www.saab.uk.com>  
Email: [parts@saab.uk.com](mailto:parts@saab.uk.com)



# SAAB



## INDEPENDENT SPECIALIST

- NEW AND USED PARTS AVAILABLE
- SERVICE AND REPAIR FACILITIES
- USED SAABS AT COMPETITIVE PRICES
- MAIL ORDER SERVICE

# VOLSAA

ENGINEERING

Tel: (01332) 291320 Fax: (01332) 380698  
2-4 Fox Street, Derby DE1 2BW  
[www.volsaaengineering.co.uk](http://www.volsaaengineering.co.uk)



## www.partsforsaaabs.com

Genuine, Aftermarket & Performance Saab Parts and Accessories - Order from Anywhere over the Internet



### All Parts at Discounted Prices

A huge selection of Saab Spares, Accessories and Performance Parts available online.

- Over £500,000 worth of stock available for immediate despatch to your home or workplace worldwide.
- Performance parts & Accessories from Koni, Bilstein, Eibach, JR Filters, Forge Motorsport, Mintex, Tar-ox, Pagid, AP Racing, Aquamist, Power/Super Flex & more.
- **Koni Suspension Kits to fit most models only £449.99**  
**Pagid Fast Road Brake Pads from only £25.05 a set.**
- PartsforSaabs.com, is user-friendly, safe & simple to use. Visit our website for all your Saab requirements TODAY.

All major credit/debit cards accepted. We also accept payment by cheque or money order.

PFS Parts Ltd.  
email: [sales@partsforsaaabs.com](mailto:sales@partsforsaaabs.com)  
Tel: 0844 800 2742 / 0844 800 2741

www.partsforsaaabs.com

## Reg Morris Garages

30 Years, Experience as a Dealer now

### INDEPENDENT SAAB SPECIALIST

We offer SAAB Dealer Experience at Specialist Prices

- New & Used Car Sales
- New, Used & Budget Parts
- Service & MOT
- 10% Discount for SOC members

Tel: **01427 752332**

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

1 Doncaster Road, Westwoodside, Doncaster

SAABStyle Ltd Est 1988 OF CARDIFF

Tel: 029 2081 0818 / 029 2081 3491

Unit A 17, Garth Works, Taffswell, CARDIFF CF15 7YF

We have moved to a more central location – just off the A470/M4

- All Saabs Serviced and Repaired
- New and Guaranteed Used Parts
- Gearbox and Engine Rebuilds
- Phone for Quotes and Friendly Advice.  
*15 Years Time Served Qualified Saab Engineer*

Visit SAABStyle at  
[www.saabstyle.co.uk](http://www.saabstyle.co.uk)

# V4REGISTER



Hello everyone, yet another rushed V4 column I'm afraid as I've left it till the last minute again, literally – it's 1.00am in the morning, we load up the 9-5 and hitch up the trailer to head off to Holland for the annual International Saab Clubs' gathering. I decided to fit this into the family holiday this year, or perhaps that should say 'fit the family holiday around it!' I am looking forward to seeing lots of our favourite lumpy-engined Saabs on display while I'm out there.

This event comes just two weeks after our very own SOC National at Stratford, and what a great weekend that was. We might have had some fun getting through the traffic and weather on the way down on Friday, but the main event on Saturday was blessed with a most glorious English summer's day.

Who'd have thought that the world's largest dance music festival, Global Gathering, would decide that as the SOC was in town, they should jump on the band-wagon? Still, if anyone was suffering from 'insomnia' while camping at the racecourse, the distant thump of the bass, and the glow of lasers bouncing off the clouds, would no doubt have kept you entertained... just remember, big box, little box; big box, little box (anyone over about 40 probably won't have a clue what I'm on about here, I'm not entirely sure I do either!).

We had a good turnout of V4s this year. Not as many as I would like to see, but I am as guilty as anyone, as yet again I failed to have

Rose's car ready for the National. Next year...

In the Best Car competition – where those attending the event have the opportunity to vote for their favourite car in each class – the winner of the V4 Class and Best Car of the event was Chris Boffey's Yellow 95V4, which I can only describe as utterly incredible. I had heard about this car, and seen the pictures in 'Driver' from the NEC last year and from Chris's article a few issues back, but this does not prepare you for seeing it up close. You can absolutely tell this is a product of a five-year labour of love. Chris, it's a real credit to you, and I really enjoyed poring over the car and talking to you about it. It's just a shame you didn't manage to stay long enough for the photo shoot afterwards.

Giving Chris's car a good run for his money was a car that is quite close to my heart. This belongs to my dad; Mike Philpott's gorgeous Souvenir 96L. This makes an interesting comparison, while Chris's car is an amazing product of a complete nut and bolt restoration whose purpose is to be shown off, dad's car is an original 77 two-owner car, with only minor repairs to its credit and which will get summer use regardless of whatever weather is thrown at it.

I hesitate to say that dad has been neglecting the 96 for a few years to concentrate on the Sonett, but while it's been safely tucked up in the garage it hasn't been on the road for a few years. He



decided that this year he would get her out and ready to go to Holland. To that end, he's spent much of the last few weeks checking things over, fettling a few minor issues and adding a few modifications. The Kenlowe fan now works as it should, rather than only at the flick of a switch. New brake callipers have been fitted, along with a 28/36DCD on a four-stud manifold, along with a K&N filter courtesy of Richard Currie. This combines with the Jetex already fitted to make the car very lively.

The ultra-rare 4.5J offset rims have been restored, dad was bemoaning a lack of finger nails after that job, and the shockers swapped for the AVOs off the Sonett as dad wasn't happy with the way they worked on the Sonett.

Add in a double 12V socket to power mobile phones and the TomTom, and a Pioneer multi-CD system that last saw service in mum's Ruby 900 T16, and he now has a car that can hold its own on the motorways, has sufficient creature comforts for the modern world, and still looks and sounds like only a really good V4 can.

So, those of you who made the trip to Doesburg, I hope you managed to catch a glimpse of this car amongst all the others.

Other notable V4s from this year's National include:

Another Yellow 95, this one all the way from Belgium. This was a 95 doing what they do best, being a work-horse and taking its occupants on an extended tour of Europe with tent and accompanying gear, great to see it at our UK event.

Talking of workhorse, how about this 96 – as mentioned in 'Driver' many times over the years, Alastair Lawson's car is what you might call well-used, having been in his family from new. Currently just about run in at 465,000 miles. It has done over 25,000 in the last 12 months alone. This is a car you can tell has been cherished and nurtured, yet it has 'never seen the inside of a professional garage' according to Alastair's father. It was great to finally meet you and to meet the car, I can only assume that this is the highest mileage 96 we have in the UK and must be up there with the highest mileage V4s in the world. Long may it continue!

This final pic shows two very interesting cars. The orange 96 is Chris Wilcox's finished car, as discussed in the last edition of 'Driver'. I noticed several people studying the silicone hoses on Chris's car, and everyone was very complimentary about the quality of the fit and finish. Chris's car is very orange, and the shine from his paintwork (all his own work!) is fantastic. Well done, Chris, and also well done to Rob Beard who I know had been coaching Chris through the paint preparation and finishing.

Next to Chris's car is Stephen Thompson's blue 95. Wasn't it great to see a good share of 95s amongst the 96s this year? I love these

cars, as some of my earliest Saabing memories were of barrelling around the country in dad's 1700 high compression 95, usually with four Afghan Hounds sharing the back seat and boot with me. Anyway, I digress... Stephen's car is one of those great stories of a 'project car' that most of us would have thrown away, being rebuilt and brought back to very presentable and totally useable condition on a shoe-string. It's got some great features too, like the parcel shelf that Stephen has made, and the 99 high-back seats. The door cards and rear panels were all re-trimmed to excellent standard by his mum, Norma, and the bodywork and mechanical restoration completed by Stephen and his dad, Mike, whose fabulous red Bullnose 96 won best Two-Stroke at the National. I've known the Thompsons for longer than I would care to remember, certainly since before my teens, so it's great to see another Saab-mad family keeping these wonderful old cars on the road.

I know I managed to meet lots of new people at the National this year, as well as old friends, and I really enjoyed myself. I hope those of you who chatted to me were not put out if I could not remember your names, I have a good memory for names, for faces, and for cars, but sometimes struggle to put them all together in the right order! I really hope that those of you who could not make it this year can find the time to come along in 2010, it is one of those events that you just have to get to and immerse yourself in, to get to truly understand why so many of us do it every year.

That's it for now, next stop Doesburg, I hope to see lots of you there too!

AI

## SCANPARTS SAAB SPECIALISTS

Tel: 01902 716100

**Servicing, Repairs, New & Used Parts at Competitive Prices.**

We supply new, used & reconditioned parts at keen prices.

Air Conditioning Servicing

We rebuild Gearboxes, Engines & supply top quality

Exchange Turbos, Steering Racks, Brake Calipers diagnostic etc.

Phone us with your requirements

# 90/99 REGISTER



## The National

As we headed from Kent to Stratford through torrential thunder storms, using back roads to avoid the jammed M25, we couldn't help thinking here we go again! Our last National was Uttoxeter 2007, now infamous for its floods and horizontal rain. We needn't have worried. Heading onto the M40 the rain cleared and stayed away from Stratford. A Belgian 95 tagged on to us for the last 50 miles or so, so I hoped we knew where we were going! We arrived to a warm welcome (and evening meal), and though there were clouds around it was dry for putting up the tent.

Saturday saw better weather and a good turn out of cars. From a Register point of view it was a case of quality rather than quantity. I counted just three 99s excluding Turbos and one 90, but then we were in our Sonett and a number of other people had done the same – left their everyday 99s at home to bring a different model. The ones that were there were clearly cherished. John Glover's 99 looked great in Silver with its alloy wheels, and it was good to see Margaret Heath and her Red 99. This car was my first new registration after taking over custody of the Register in 2003, and is clearly still being enjoyed. It has a number of modifications including a fully carpeted boot space (the standard 99 always looks a bit rustic in this area by modern standards) and rare Saab seat covers with the extra side supports, plus the odd moose or three! Keith Squire's 90 looked excellent as always and won the class in the voting. Earliest



was a White 99 from 1980. With the Saturday evening BBQ and quiz it all added up to a very enjoyable and relaxing weekend and I'd like to add my thanks to the organisers who as always put in a lot of hard work behind the scenes.



### Tech Tips – windscreen washers and tyres

Windscreen washers can be greatly improved by checking that where the main washer pipe from the pump divides to feed the two jets on the bonnet you have a non-return valve, rather than a plain three-way connector. They are both similar in size but the valve type has a chunkier round centre section (and you should only be able to blow through it one way!). My previous 90 didn't have one of these, which meant that by the time the water had travelled up all the pipes to reach the screen the wipers had already scraped across a couple of times. Fitting the valve gave an instant washer response. Also watch out for cheaper screen washer fluids, especially if the car isn't used much. I once cleaned and refilled the system on the Sonett, only to find after a few months of not being used that it had turned to a slimy sludge and blocked the pipes up again.

I know I mentioned tyres a few years ago but as I regularly get

asked about these I thought it would be worth just going over them again. The cheapest option nearest to the original size is probably a 175/70 profile, now common as they are fitted to the new Minis. This size should fit any year. However on later models I normally use 185/65 which seem a good compromise between grip, ride comfort and price, or 195/60 for slightly more grip. Any wider would involve fitting wider wheels. All wheels were 15 inch diameter. Even if they haven't actually worn out it can be worth changing tyres to improve grip, as the rubber compound goes hard with age, so if you get a lot of understeer especially in the wet this may be why!

Finally, I keep being offered more spares (and cars) than I can find homes for, so if you need anything do let me know. My next big trip in the 90 aside from everyday motoring is to Scotland in September, a round trip of about 1300 miles – more of this next time.

Stuart

**B. & D. SPECIALIST CARS**  
**SAAB - OUR SPECIALITY**

Breaking 9000 and Classic 900  
 Courtesy cars available

- MOT Testing • Electronic Tuning • Tyres • Batteries • Wheel alignment & balancing •

**Tel: 01303 264700 for appointment**  
 RANGE ROAD INDUSTRIAL ESTATE, HYTHE

**MICHAEL FOULKES** A.M.I.M.I.  
 Independent **SAAB Specialist** North Wales

- Service, Repairs and Sales
- Other makes catered for
- Free Courtesy Car Available
- Air Conditioning Service & Repairs

95 Heater Box Shafts broken? – don't despair – we can replace them at very reasonable costs  
 Member of the Good garage scheme.com  
 All Major Credit Cards Accepted

Unit 28, Tir Llwyd Industrial Estate, Kinmel Bay, Rhyl LL18 5JA  
 Tel: 01745 343642 Mobile: 07860 511935

**Car Covers** from Cover Systems (SOC)

**Safeguard In-Garage**  
 silky, soft nylon textile

- ▶ Breathable
- ▶ Dust-proofed
- ▶ Easily washed
- ▶ Elasticated both ends

**Safeguard Outdoor**  
 polyester woven textile with anti-UV treatment

- ▶ 90% Waterproof (99% with optional Under-Cover)
- ▶ Breathable, Lightweight & Smooth
- ▶ Elasticated Hem, Protected door zips & Under body straps

▶ **PRICE EXAMPLES BELOW** - please phone for the price of a cover for your car.

	In-Garage	Outdoor	Top Only
95/96	£84	£128	n/a
99 (to 1973)	£83	£129	£41
All 900's, 9-3	£84	£132	£41
9000's (to 98)	£84	£132	£41
9-5 (exc CD/Carlsson)	£86	£134	£41
9000 CD/Carlsson	£86	£135	n/a

▶ All prices include: VAT, FREE DELIVERY and HOLDALL  
 ▶ We cover cars from 8'-30" - all shapes, all sizes

**01933 410851**  
 Mon-Fri 9-5.30 Sat 9-1  
 Rushden, NN10 0YD

MasterCard Maestro VISA

# 99TURBOREGISTER



All correspondence to:

CHRIS FOXLEY

99 Turbo Registrar,

Tyn-y-Celyn, Derwen, Corwen, Denbighshire, LL21 9SF.

E-mail: Chris99t@virgin.net



*Very Impressive Engine Bay, BirdieMango Flying Machine*

*99T Concours Winner – Alan Courtenay*

There has been some discussions recently on UKSaabs Forum regarding the earliest registration of three-door 99 Turbos. I am aware of at least one car that was registered in March 1978, but I also wonder just how many of these early Turbos are left. Our own car was the first of two that were supplied by Blacon Motors of Chester. In April the other one went to the Police as a demonstrator, DCA 55S. I saw that car a few times over the years, one of which was embedded in a hedge near Mold! Sadly on its last appearance it was looking rather sorry for itself, 'For Sale' in a garage in Northop.

## The National

There was a good turnout of most models at Stratford. I counted six 99 Turbos, two three-door, four two-door but alas no five-door cars. It's been years since I've seen one of these, love to see one at a UK Saab event. The last time I clapped eyes on one of these rarities in the UK was the National at Peterborough.

*Chris*

## New Registrations

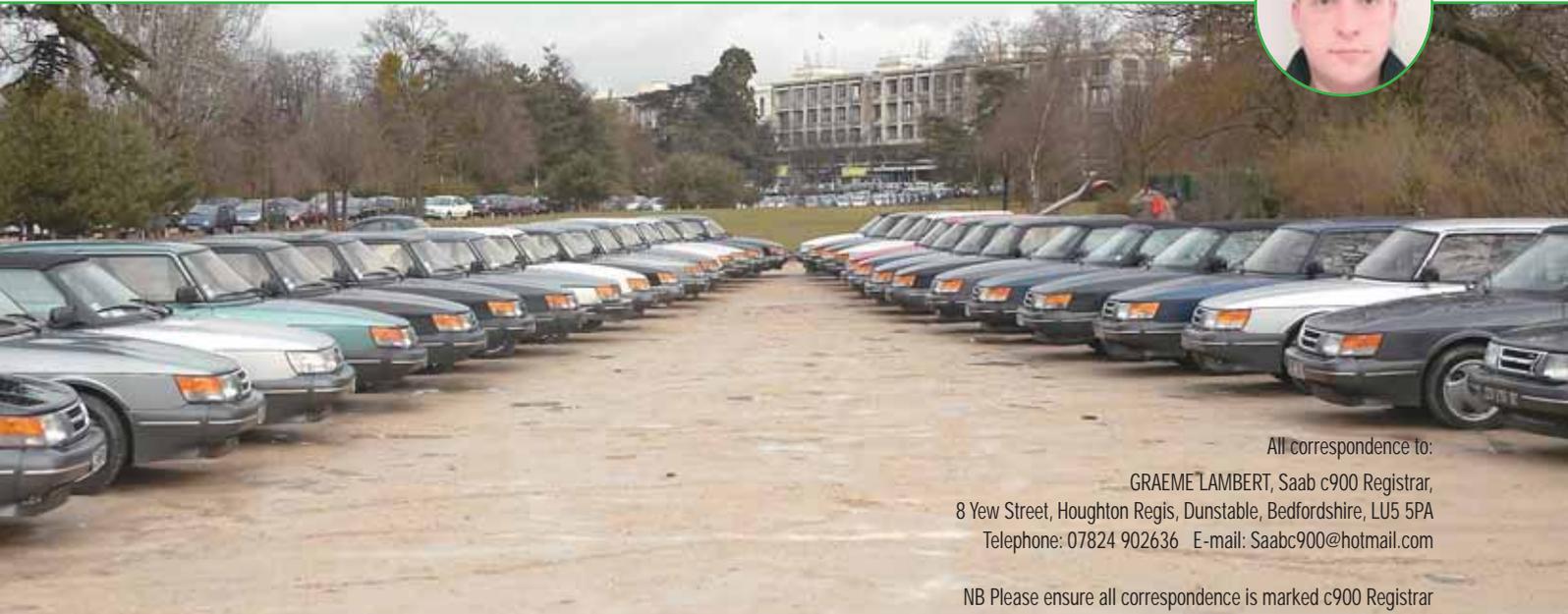
There has been one new registration this month David Williams (020467-6) who acquired his three-door 99T on 16 June 2009.

Welcome to the fold David, please let us know how you get on with the car, the most important thing being enjoy it.

*David's new acquisition*



# 900CLASSICREGISTER



All correspondence to:

GRAEME LAMBERT, Saab c900 Registrar,  
8 Yew Street, Houghton Regis, Dunstable, Bedfordshire, LU5 5PA  
Telephone: 07824 902636 E-mail: Saabc900@hotmail.com

NB Please ensure all correspondence is marked c900 Registrar

Okay, a bit of a slapdash Register this time around I'm afraid. You see, I've just moved into my first house (and therefore will have no money for the c900 ever again!) and all the Register stuff is at the bottom of a cardboard box. I've had quite a few new car details to add over recent months, so those who have already sent them don't worry – your car will appear ASAP. For those that have registered their car via the internet, they will be combined with the postal entries in the next edition, making for a bumper list. If you've sent details to my old address, don't worry I'll still be able to retrieve them.

For now we have a couple of c900 stories to keep you going – thanks to all that send these in, as it makes my life easy, and hopefully your reading material interesting.

Alex Rankin had some correspondence from a friend called James in the states about his rare c900 Convertible – the Springtime in Sweden edition:

"My SIS was discovered in South Dakota, partially covered sitting in a garage attached to an old barn, I wasn't even looking for it! I was at his farm to buy produce and saw the front end peeping out from beneath a plastic tarpaulin that covered the Convertible top. After gaining permission I researched the vehicle and discovered its rare heritage. The top was destroyed, the paint oxidized to the point of appearing deep red and a great many dents pounded into the metal by a terrible hail storm.

"A quick deal and she was mine, flat tyres were fixed, oil and filter changed, fuel drained and replaced. After confirming the engine was not seized I placed the key in the ignition and with hesitation turned it. Nothing! My heart sank. Once a new battery was installed, the engine fired and settled to a sweet idle as if the years without start up never happened. I was amazed.

"That was eight years ago, restorations fixed by money and time consumed those years until basically, now, it is done. My part was limited to stripping the car of all trim, SPG panels etc and refitting after the repaint. I also replaced all the suspension bushes, did the brake upgrade and installed the stereo system.

"In summary, I did all the work except the engine/frame upgrade/rebuild, the full body paint and new windscreen/hood installation. At last I can detail the car and drive it the way it was meant to be.

"A last note: I was amazed how easy it was to pull the engine/transmission package and refit. A tribute to Saab engineering."

*James*

In the last 'Driver' there was a great piece on the Swedish Day at Haynes Museum in Sparkford, organised by Robin Morley and Alex Rankin (and their better halves obviously!). Anyway, it truly was a great day, and to have 30 c900s there throughout the day was a fitting tribute to the model. With early Turbos, high mileage injection models, classy Convertibles and modified hatchbacks there was something for everyone. The car of the show was won by one of the visiting French Group, who are clearly an active bunch. The photo above is of a fleet of c900s parked outside the Eiffel Tower in Paris, and a stunning piece it is. So thanks go to Robin Morley for forwarding that on to me. I also think it is worth mentioning that Robin has set up his own website for Saab fans – [www.saabfriends.ning.com](http://www.saabfriends.ning.com) – which is well worth a visit. Well done and thanks to Robin for setting this up.

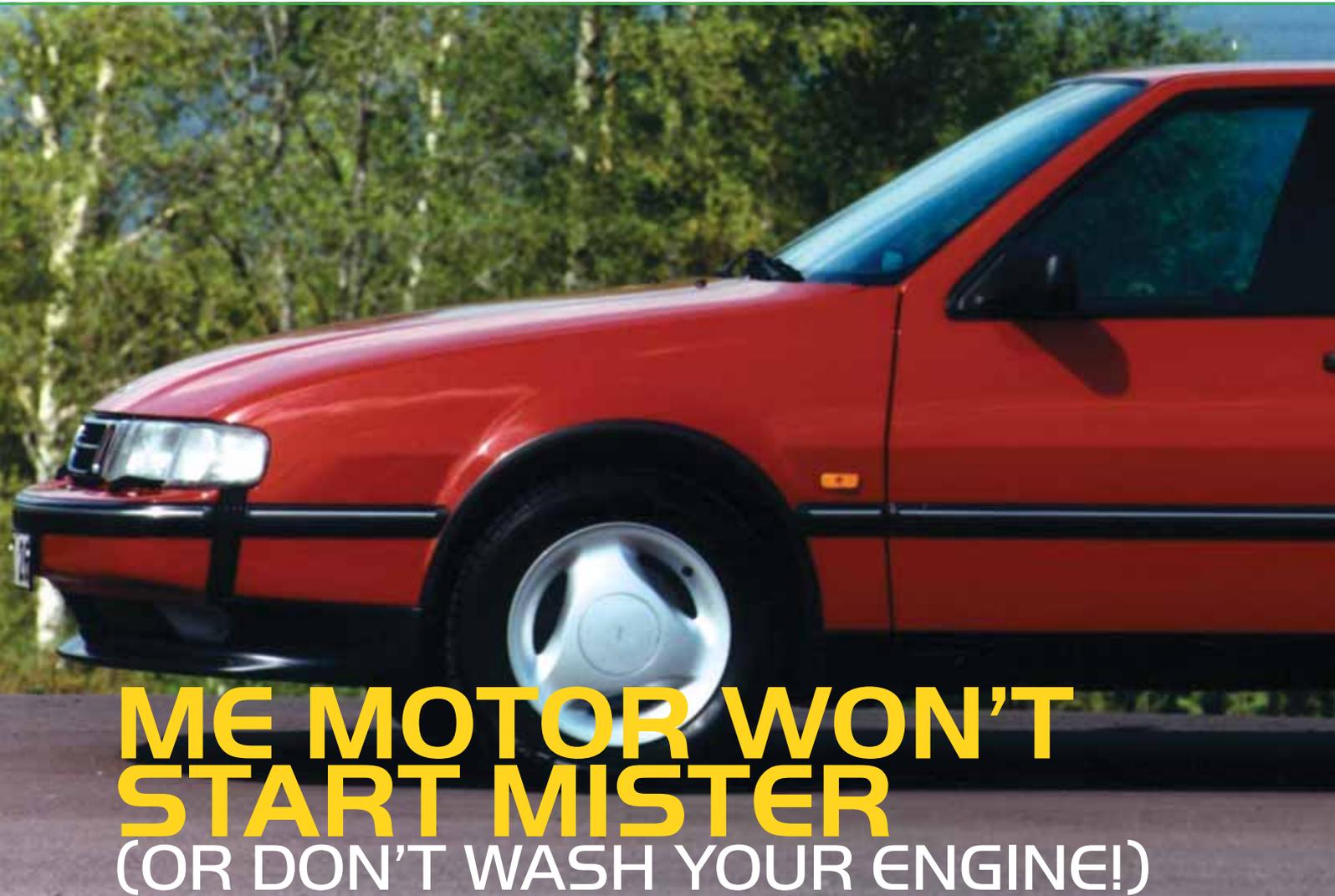
Well, short but sweet though that was, I guess that is it for another couple of months. Hopefully, by the time you hear from me again, I will have a bumper edition to share with you, full of interesting stories and registrations. In the meantime, please note my new postal address and keep the stories, photos and registrations coming.

*Graeme Lambert*

**APL**  
Saab Specialists

Marquis Street  
Kirkham  
PR4 2HY

**SAAB Sales, Service & Parts**  
Tel 01772 685588 [www.APLSAAB.co.uk](http://www.APLSAAB.co.uk)  
Independent **SAAB Specialists**



## ME MOTOR WON'T START MISTER (OR DON'T WASH YOUR ENGINE!)

It was all Rachel Hillier's (East Anglia disorganiser) fault! Rachel was organising a charity bash at the Bressingham Steam Museum in aid of the First Responders. I said that we would attend. First though I thought that the engine compartment ought to be cleaned as there had been a small leak from the end of the camshaft that had been cured but not cleaned up. So out with the paraffin and garden spray and to work. Too late, I had squirted water down where the sparking plugs live. Never mind, I thought, the sealing on the DI Cassette will stop the water doing any damage. No way. Ring up Dave Everett, 'please can I borrow your spare cassette'. This was duly fitted, but the running was hesitant. Having seen the cassette work in his car the only things it could be were the plugs. It was. The car now goes better than ever.

Three points have come out of this exercise: One – do not try and wash engines, two – sparking plugs do not like water and three – the cassette has a finite life. Point two left me a bit puzzled, because in my early days of motorcycling plugs used to get wet and used to be dried out with handkerchiefs, shirt tails and anything that the then girlfriend had to offer. The plug was put back in and a few hefty swings on the kick-starter and away you went. Then went back for the girlfriend! What I cannot understand is why these plugs, that had done about 3,000 miles, did not work properly after cleaning and drying. Answers on a postcard please! I had trawled through 'Saabscenes' many pages and have come to the conclusion that the life of a DI cassette rarely exceeds 150,000 miles, they last, on

average 120,000. On examining the old cassette I found that a component had poked above the potting compound and had several cracks in it and the potting itself was cracked in various places. With the old cassette in I was getting 22mpg round town now it is 25mpg.

Now I have got to get the ABS working. For the purposes of the MOT the ABS light comes on and goes off when it should do, and then at between half and one mile it will come on again and stay on. So I read the various forums and they said that the front sensors were faulty, so I buy a front offside sensor. In my typical fashion I then check the resistance of all the sensors, with my luck it is obviously not going to be the front o/s; right, it is the rear offside, and the dealers will not exchange it for a rear one. So does anybody want a front nearside sender unit for a 9000?

When we went to France in 2007 a friend of ours came with us. Anne, who had just reached her 60th year, shared the driving with me and when she first took the wheel the ABS warning light came on and Anne asked what to do. I explained that, although the ABS did not work, the brakes did. Anne's late husband had been an Essex police driver who also taught new constables, and she had learnt to drive before the advent of ABS, so when I pointed this out to her she proceeded to put her training to the test on the wrong side of the road! Anne did not realise that such a big car could handle so well. Anne was the person who put me in touch with the Essex skid pan, for which we all thank her. Everyone from the East Anglia Group who went said that the course was instructive, confidence-building and fun.



All correspondence to:

JOHN CROOK

57 Brett Green, Upper Layham

Ipswich, Suffolk IP7 5LX

Telephone: 01473 827557

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



As regards the headlight reflector problem, I am not having much luck. I was chatting to a stained glass window expert down the pub, where else would you find such a craftsman, and he said that he had had the same problem with a stained glass item of furniture that contained chrome plated plastic. Apparently the plastic cannot be 'unplated' so it has to be cleaned by hand, which is where the cost lies. I rode son's big Guzzi to the last East Anglia meeting, this

machine is capable of about 120mph but with the headlight supplied 50mph is hairy at night. After discussing the problem with the bike's owner he Googled motorcycle headlights, this resulted in Richard discovering some dip and main m/c headlights for about £70 a pair. They are apparently small enough for a pair of dips and two pairs of main beams to be fitted to a 9000. I will keep you posted.

*John*

**DO YOU OWN A SAAB OR RENAULT?**  
**CHRIS HAMLEY SAAB SPECIALIST**

**25** years' experience of providing a first rate service at much lower rates than main dealers

**Servicing • MOTs • Exhausts • Brakes • Clutches • Saab & Renault Parts**

Specialists in all things Saab and Renault.  
Visit us for all your servicing and repairs.

**Tel 01822 855001 Fax 01822 855101**

The Parade, Yelverton, Car Sales at web: [www.chrishamleysaabspecialist.co.uk](http://www.chrishamleysaabspecialist.co.uk)  
e-mail: [chris@saab-specialists.fsnet.co.uk](mailto:chris@saab-specialists.fsnet.co.uk)

# CLUBSHOP

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



**Saab Car Mats** £38.50  
(to order) Code:(12)



**DVD's...** From £17.50  
Code:(880)

**Music to Drive to...** From £6.50  
Code:(880)



**Saab Calculator** £3.50  
Code:(54)



**Baseball Caps** £14.50  
Code: Black (791)  
Navy (792)

**Windscreen Sticker** £1.00  
Code:(21)

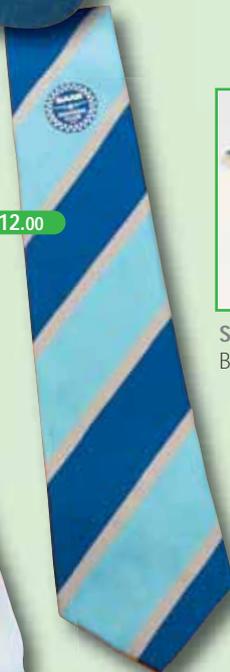


**Tax Disc Holder** £1.00  
Code:(22)



**Saab Umbrellas** £14.50  
Code:(879)

**Saab Silk Tie** £12.00  
New Design  
Code:(684)



**Saab Pens** £2.50  
Blue/Gold Pen Code:(53)



**Saab Polo Shirt** £17.00  
Code:(500)  
Sizes: s-m-l-xl



**Key Fobs** £3.00  
SOC Code:(201)  
Saab plain black enamel on chrome, black leather Code:(206)

Autumn already – time for nice late holidays and lovely colours all around us – the downside being – sweeping up leaves!

I hope you have all enjoyed the summer and any events and holidays you have had.

I am trying once more to create a new and more interesting shop so again I would appreciate your involvement. We really do need some new ideas from you all. I'm afraid I am unable to think like a man – so please guys – come to the rescue! I feel that our rally driving Members have been neglected so let us hear from you.

I have to stress that we are unable to purchase stocks of items which require varying sizes other than shirts which can quickly be ordered from our suppliers.

You will see the new set of pictures and this time I have demonstrated the lovely umbrellas to show that these are not too big for the ladies to use (as well being not too small for the men), also don't forget our special white/blue edged polo shirts in both ladies and mens' sizes.

A comprehensive range of CDs and DVDs is being introduced which include a selection for classical collectors (illustrated) – the prices range from £6.00 for CDs and £17.50 for DVDs. These products include recordings from the prestigious DG Catalogue. For further details please feel free to contact me by phone or e-mail. At the moment these items are not on our Internet system.

All for this time. Best wishes,

Molly

Description	Order Code	Price	Description	Order Code	Price	Description	Order Code	Price
<b>SOC Branded Goods – prices as shown</b>			<b>Car-shaped Lapel Badges – all at £2.50</b>			<b>Clothing</b>		
Car Mats (to order)	(12)	£38.50	95 in blue, green, red, orange	(120)		All T-shirts and polo shirts have either the Club logo or Saab 'Driver' logo – please ask.		
Grille badges	(22)	£14.50	<b>Car-shaped Lapel Badges – all at £2.50</b>			<b>T-Shirt (S, M, L, XL)</b>	(400) all at	£13.00
Windscreen Stickers	(21)	£1.00	96 V4 in green, red, orange, white	(130)		<b>Polo Shirt (S, M, L, XL)</b>	(500) all at	£17.00
Tax Disc Holder	(22)	£1.00	99 in blue, red, white, black	(140)		<b>White/Navy Polo Shirts</b>		
Red/Gold Pen	(50)	£2.50	900 in white, green, red, silver	(150)		ladies',	(546) (14) (547) (16)	all at
Pearl/Silver/Black Pen	(54)	£2.50	<b>Key Fobs – all at £3.00</b>			men's,	(548) (M, L, XL)	£17.00
Ballpoint Pen	(52)	£0.30	SOC	(201)		<b>Sweatshirts (S, M, L, XL)</b>		
Blue/Gold Pen	(53)	£2.50	Saab plain black enamel on chrome, black leather	(206)		(700) all at	£18.00	
Mugs ('Driver')	(41)	£5.00	<b>Car-shaped Fobs – all at £3.00</b>			<b>Silk Ties in navy, maroon</b>	(663)	£10.80
Mugs (SOC)	(42)	£5.00	For 95, 96V4, 99 and 900 in various colours			<b>Silk Ties Saab 96 in green</b>	(662)	£6.80
Calculators	(54)	£3.50	<b>DVD's</b>			<b>Tie New Design</b>	(684)	£12.00
'Driver' Binder	(62)	£6.50	<b>CD's</b>			<b>Bow Tie</b>	(685)	£8.00
Saab DVD	(878)	£17.50		(880)	£17.50	<b>Scarves in red, sky blue, mid-blue</b>		
Saab Umbrellas (SOC)	(879)	£14.50		(880)	£6.50	(670)	£9.60	
<b>Lapel Badges – all at NO62 £2.50</b>						Ladies' Scarves	(671)	£16.00
SOC	(101)					Men's Scarves	(672)	£15.00
Saab Scania enamel	(102)					<b>Emergency overalls</b>		
Saab Scania resin	(103)					(81)	£6.50	
Saab – green	(105)					<b>Safety vests (M, L, XL)</b>		
SOC Cloth Badge 3" dia	(191)					(875)	£7.00	
Saab Lapel Badge	(109)					<b>Baseball caps (Black &amp; Navy)</b>		
						(791/2)	£9.50	
						<b>Saab Models</b>		
							£7.50 + £12.50	

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: \_\_\_\_\_

Total Cost £ \_\_\_\_\_

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: \_\_\_\_\_

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

# REUNITED AFTER FIFTEEN YEARS



Nearly 15 years had passed since June 1994 when I last raced and won in the Toyo Super Road Saloons Championship. However, on my fortieth birthday when my lovely wife said that we were going out for the day (I'd be lying if I said that I wasn't hoping for a nice surprise), I thought it strange that we were going to my Brothers' garage (Nottingham Saab) to meet the other members of my family and then on to lunch.

It was when we arrived that I got to see it after all this time, my Saab 9000 (The Vunderbeast) from all that time ago. Between Georgie (my wife) and Wes (my brother) they had tracked down the car living under a tarpaulin in Herefordshire, bought the car and had it transported to Nottingham. It was remarkably familiar considering it had been raced in the Castle Coombe Saloon Car Series and the South Eastern Saloon Car Series since we had had the car. It was also in remarkably good condition. Wes set to re-commissioning the car for race use. He changed the car from 2.0 litre to a 2.3, overhauled the transmission, stripped and revalved all the shock absorbers, put in new brakes and basically stripped the car completely rebuilding everything back up.

With our first race quickly approaching, Wes was working all hours to get the car ready, whilst trying to keep on top of his daily work. Our hopes for a test day unfortunately didn't happen. The car turned a wheel for the first time on the Friday evening before the race (with a very short run up the road to check the car went, stopped and turned), it was time to load it onto the trailer and off to Oulton Park for the first round on the Pre 1993 Touring Car Championship.

It was a bitterly cold morning that greeted us in Cheshire. The 9000 caused a little bit of a stir amongst the regular BMW M3s, Sierra Cosworths etc that were going to be our competitors in the championship. Through scrutineering, we got ourselves ready for qualifying not really knowing what sort of performance we would be able to extract from the 9000 or what performance our competitors would have. Whilst waiting in the assembly area the heavens opened which made the track conditions very, very slippery.



Send all Motor sport correspondence to:  
DAVID BARROW  
27 Lilac Avenue, Widnes, Cheshire, WA8 6SX  
E-mail: [motorsport@saabclub.co.uk](mailto:motorsport@saabclub.co.uk)



# MOTORSPORT



Out onto the track for the first time, the car pulled very strong and even though we couldn't get any heat into the Toyo 888s it had good traction and fabulous brakes and we seemed to be catching and passing cars. Being my local circuit and having good knowledge of it was certainly helping. The only problem was the development of a slight misfire through the long left-hander at Cascades.

We qualified third behind at VR6 Vento and a Sierra Cosworth which was a tremendous result all things considered. We established that the misfire was being caused by fuel starvation. Without a spare fuel pump, we decided that the easiest solution was to put another 40 litres of fuel in for the race.

Race time came round and with it being the last race of the day it was good to see so many spectators staying to see the race. Unfortunately, I was developing an awful lot of nerves before the race (not helped by the weather changing to completely dry conditions meaning that I would have to relearn the braking points and cornering speeds I had picked up in qualifying). With no green flag lap for the championship this year, we were straight onto the grid. I had planned my start beforehand with not too much wheelspin away from the line up to the gears early and try to use the torque of the engine to lead into the first corner. That was the plan, however, when the red lights went on the excitement took over and as they changed to green the 5000 revs that I dropped the clutch meant that I nearly disappeared in my own tyre smoke in first

and second gear. We eventually got some traction in third gear and by the time we had reached Old Hall (the first corner), we were down in ninth place. I made up one place on a BMW 325 on the first lap as I tried to settle myself down.

As I began learning about the car we made up places and were able to get up to third place by two thirds distance behind a Cossie and M3 being chased hard by a Mitsubishi Starion, when the fuel starvation reappeared. As we went through any left-hander we were having to defend greatly coming out of Cascades and through the left-hander in Hizzys chicane. It was steadily getting worse and with the car beginning to cut out going through Cascades, I had to let the Starion through and we continued to finish fourth overall. It was a fantastic result for the first time out with no testing whatsoever and apart from the fuel starvation (later traced to a faulty fuel pump) the car had run perfectly. It was very consistent throughout with the power from the engine and the brakes leading me to believe that once we get more time in the car and I gain more confidence with it, I think we can only get more competitive.

Our next round is at Thruxton on Easter Sunday, a circuit which I have never been around. I am looking forward to it greatly. I would just like to thank Nottingham Saab, Lloyds Autobody and Saab Owners Club for all their support and also to Georgie who has made my dream come true.

Steve Moor

# Two week self-drive tour in South Africa

## Kruger Game Reserve, Zulu Battlefields and The Drakensberg Mountains

- Day 1** Depart from Heathrow on SAA flight SA237 at 20:00.
- Day 2** 08:20 – arrive at Johannesburg, collect your 4WD car and drive (1 hr) to Pretoria. HOTEL: Protea Manor B&B – a luxurious hotel of its own class, situated in the heart of Hatfield in Pretoria's eastern suburbs.
- Day 3** Pretoria – Graskop (390km – four hours). Make your way through the beautiful undulating landscape of the Mpumalanga province. Stop for lunch at the historical town of Pilgrims Rest. HOTEL: Graskop – B&B – centrally situated on the Mpumalanga Escarpment at the start of the Panorama Route.
- Day 4** Graskop – Kruger National Park (250km – three hours). Take a leisurely drive to the awe-inspiring viewpoints of Blyde River Canyon and God's Window. Then head to the famous Kruger National Park to check into the 4 Star Motswari Game Lodge (all-inclusive) in Timbavati Private Game Reserve for three nights. This family owned lodge, offers guests complete peace and relaxation with charming bushveld hospitality. Dinners are served in the boma, whilst tea is enjoyed on the patio overlooking the river and open plains. Motswari offers visitors the best of Africa with wide horizons, untamed wilderness and plentiful 'Big Five' game in its natural habitat.
- Day 5** Kruger National Park – Game Drives
- Day 6** Kruger National Park – Game Drives
- Day 7** Kruger – Mbabane – Swaziland (300km – four hours). Make your way south to the little Kingdom of Swaziland. Go to Ezulwini, 7 kms south of the capital, Mbabane, where you will check in to the Mantenga Lodge for the night (B&B).
- Day 8** Ezulwini – St Lucia (250 km – three hours). Today make your way to St Lucia, a world heritage site, where you will stay for two nights in the: Elephant Coast Guesthouse, B&B. This amazing safari and holiday destination combines the best of both land and marine natural environments.
- Day 9** St Lucia. You could snorkel at Cape Vidal or go on a sun downer cruise on lake St Lucia or simply relax in the village.
- Day 10** St Lucia – Isandlwana (250 km – three hours). Head out early this morning for the drive to the Battlefields, where you will stay for two nights and explore the historical sites of the culmination of the Zulu wars. Hotel: 4 Star Isandlwana Lodge – (Full Board) – a luxury twelve bedroom Lodge, situated on one of the most remarkable historic sites in Southern Africa and overlooking the Isandlwana battlefield.
- Day 11** Battlefields – Drive yourselves from the guide book, or take a tour from the hotel.
- Day 12** Battlefields – Drakensberg (three hours). Drive to the spectacular Ukhahlamba Drakensberg Mountains, recognised as a World Heritage site for their unspoilt natural beauty and vast collection of San Bushmen rock art paintings. On the way, stop at Spioenkop battlefield to hear key events of the Boer War of 1899 – vain efforts to relieve a besieged Ladysmith.

### IN THE DRAKENSBERG

**Hotel** Giants Castle Camp Hotel, B&B.

- Day 13** Drakensberg. Historic Giant's Castle Game Reserve, home of the majestic bearded vulture. Eland antelope and chacma baboons are commonly seen. Mountain Reedbuck are occasionally spotted. There is a 'Vulture Restaurant' where one may watch the Bearded Vulture (Lammergeyer) as well as other raptors. Izimbali restaurant and bar provides guests with the option of fully catered meals in its warm and relaxed atmosphere. Activities: Trout fishing. Guided cultural tours to local amaHlubi community. Cultural Zulu dance and song events. Champagne breakfasts, barbeques and Sundowners at the Lammergeyer hide (vulture restaurant). Main Cave San rock art shelter with over 450 rock art paintings. Special Braai evenings at the Rock Lodge – Mountain Biking
- Day 14** Drakensberg – Explore/relax/enjoy.
- Day 15** Drakensberg – Johannesburg (300km – 3.5 hours). Drive back to Johannesburg Airport along the main N3 motorway, leave your car and check in for your SAA flight home: SA 236 dep 20:20.
- Day 16** Heathrow: arr 06:55.

The Costs with two sharing accommodation: (based on the above, travelling in September 2009).

Flights on SAA:	£685.00pp
Game Reserve (3 nights):	£465.00pp
Hotels (10 nights):	£434.00pp
4WD car hire (JNB/JNB):	£390.00pp
Total per person cost:	£1,974.00

Subject to availability. Prices may fluctuate with exchange rate/fuel surcharges. Call the Travel Club for more dates, and different durations : 0845 60 60 910. Call the Travel Club for all your travel needs. The air holidays and flights shown are ATOL Protected by the Civil Aviation Authority. Travel Club Services Ltd acts as agents for Golden Africa, ATOL 2889

The Travel Club  
**0845 60 60 910**

Office hours: 09.00 – 18.00

Mon-Fri, 09.30-13.30 Saturday

Phone this number to contact the SOC Travel Club  
Book all of these holidays and breaks and anything else with THE SOC TRAVEL CLUB, including air tickets; hotels, villas and apartments; car hire and car ferries; travel insurance. We'd love to hear from you.



# PRODUCT OFFER

## MIRACLE One Year Mirror Shine

One simple application to your vehicle and that's it for the year  
No need to reapply  
No need to wax or polish for a whole year



We have put together a kit to give your car a year round shine. Simply follow the instructions enclosed in the kit and within no time at all your car will be gleaming. The kit has three easy stages:

- Stage 1:** Wash your car to remove dirt and grime.
- Stage 2:** Use the dewaxer to remove any old waxes, polishes or stubborn road film.
- Stage 3:** Apply the miracle compound, allow to dry and wipe off to reveal a deep mirror shine that lasts.

To maintain the shine all you need to do is wash your car, there is no need to use any waxes or polishes.

### Key Facts

- Gives your vehicle a deep shine
- Protects against ultra violet rays
- Blocks out corrosion
- Won't crack, fade, or fall off
- Contains no resins, plastics, waxes, or PTFE
- Protects, preserves and beautifies
- Cannot be over applied
- Eliminates waxing and polishing for a whole year

The kit will protect the treated surface from oxidation, fading or corrosion caused by the sun's UV rays, weather, the elements, salt air, substances such as road salt, road tar, mud, dirt, eggs, bugs, bird droppings, tree sap, gasoline, and most spray paints used today.

### One Year Mirror Shine Kit Contains

- Instructions
- Mirror Shine Wash
- Dewaxer (to prepare your vehicle)
- Mirror Shine Polish and Sealant

And your FREE bonus products:

- Spray bottle (for use with dewaxer)
- Applicator pad
- Microfibre cloth, quality microfibre cloth
- Trim restorer, Specialist trim restorer for you rubber seals and trims Kit contains everything required to Wash, Clean, Polish and Mirror Shine your vehicle for a whole year.

For pictures and more information go to:

[www.ihatepolishingmycar.com](http://www.ihatepolishingmycar.com)

## CONTAINS NO WAX! NO SILICONE! NO POLYMER! NO TEFLON! NO RESIN! NO ACRYLIC!

Great on cars, vans, buses, lorries, commercial vehicles, caravans, motor homes, boats, motorbikes, (won't burn off tailpipes), airplanes and bicycles.

We have five 'One Year Mirror Shine Kits' to give away to five lucky readers.

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

What must you do before using the dewaxer? \_\_\_\_\_

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

Address \_\_\_\_\_

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

Please post, e-mail or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.  
Fax no: 0113 255 6887 e-mail: [annes@mypec.co.uk](mailto:annes@mypec.co.uk)  
Entries close 1st October 2009. The winners will be the first five correct entries drawn at random.

## INDEX OF ADVERTISERS

Abbott Racing.....13	Mark Arnold.....45	Saab GB.....2, 39, 64
APL Saab .....51	Michael Foulkes .....49	Saab GB Orpheus .....11
B & D Specialist Cars .....49	Motorvation .....13	Saab Style.....45
Central Saab Specialists.....17	Neo Bros. ....4	Saabtec .....45
Chris Hamley.....53	Neuton .....63	Scanparts .....47
Chris Knot .....12	Orpington Saab .....7	Stainless Steel .....21
Classic 900.....17	Partsforsaabs.com.....45	Turners Hill Garage .....45
Cover Systems.....49	Peter Best Insurance.....7	Valley Saab .....17
Ealing Saab .....13	RAC.....62	Volsaa Engineering .....45
Jetex .....17	Reg Morris Garages .....45	

## ADVERTISING RATES FOR SMALL ADS

### TICK CLASSIFICATION:

- |  |   |
|--|---|
| <input type="checkbox"/> <b>Two-Stroke</b> | <input type="checkbox"/> <b>9-3</b>             |
| <input type="checkbox"/> <b>95 V4</b>      | <input type="checkbox"/> <b>9-5</b>             |
| <input type="checkbox"/> <b>96 V4</b>      | <input type="checkbox"/> <b>Cars Wanted</b>     |
| <input type="checkbox"/> <b>90</b>         | <input type="checkbox"/> <b>Wanted</b>          |
| <input type="checkbox"/> <b>99</b>         | <input type="checkbox"/> <b>Bits and Pieces</b> |
| <input type="checkbox"/> <b>900</b>        | <input type="checkbox"/> <b>Misc</b>            |
| <input type="checkbox"/> <b>9000</b>       |   |

NO. OF WORDS	MEMBERS ONLY	NON MEMBERS
UP TO 36	FREE	£10.00
UP TO 57	£5.00	£14.00
UP TO 72	£9.00	£22.00
HIGHLIGHTED COLUMN	£23.00	£34.00
ALL PRICES INCLUDE VAT		

PLEASE PRINT CLEARLY

Please PRINT CLEARLY or preferably TYPE on separate sheet. Use separate sheet if there is not enough space on this form. Use correct punctuation. Copy the form if you wish to use more than one classified section. ONLY ONE ADVERTISEMENT PER FORM WILL BE ACCEPTED.

We regret that ONWARD GOING advertisements cannot be accepted, all ads will be accepted on a first come, first served basis. It is not always possible to include photographs, we apologise if yours is not included. We cannot accept responsibility for errors or omissions arising from illegible submissions. COPIES OF 'DRIVER' are available to NON-MEMBER ADVERTISERS upon request. Please add to your cheque an extra £4.00 per copy plus 50p p&p.

MEMBERSHIP NUMBERS MUST BE QUOTED ON ALL COMPLETED FORMS

## IMPORTANT NOTES

If you are a trader, the law requires that you state 'Trade'

MEMBERSHIP NUMBER

I enclose a cheque for

£ :

Name:

Address:

Postcode:

Telephone No:

I agree the wording of the advertisement is true.

Signed:  Date:

REMEMBER TO INCLUDE YOUR ASKING PRICE, and YOUR TEL. NO. within the advertising panel.

PLEASE NOTE THIS ADVERTISING FORM MUST ACCOMPANY ALL CLASSIFIED ADVERTISING

Advertisements on the web ads site will not automatically be included within the 'Driver' unless re-submitted on this form.

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

Please send cheque (to SOC) and form to:

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

**DEADLINE – NOV/DEC 2009  
25 SEPT 2009**

# CLASSIFIED

Advertisements may also be placed on the Club website. Web advertisements can be submitted using the web advertisement form. Access via: [www.saabclub.co.uk](http://www.saabclub.co.uk) and click on web adverts. Trade advertisements will not be accepted.

## 96 V4

### 96V4 White 1972

Recently failed MOT due to extensive underbody rust. Offers. Tel: 01784 435779 (West Surrey).



## 99 Turbo

### 99GL

Five-speed, 1984, four-door, Cream. 135,000 miles. FSH. Excellent runner. Beautiful original bodywork. Recent service. New tyres. £950. Tel: 07973429346 (South West London).

## 900

### 900 Turbo Convertible

Automatic, 1989. 170,000 miles. Red with black leather. MOT October. Radio, CD, good condition but slight misfire problem £1500 ono. Tel: 01405 763687 Mob: 07738423619 (Goole).

## 900 Classic SE 16V Auto

1991, five-door, Dark Blue, dark grey leather. 104,000 miles. Alloys, new tyres, electric sunroof, etc. Walnut dashboard, CD player. Very good conditions. 1 Year MOT, service history. £1495 ono. Tel: 07956 910190 (Leicester).

## 900 Classic LPT

1993 'L'. 182,000 miles, Scarabe Green. Electric sunroof, grey velour interior, multi-CD player. New exhaust system, radiator, Lambda sensor, headlining sagging. MOT July 2010, Tax 30 December. £750 ono. Tel: 07846 453167 (Kent).

## 900 2L 16V

1996 MOT failure. Spares or repair. Tel: 01944 711215 (North Yorkshire).

## 900 16v Turbo Aero

Black three-door. December 1992 with blue cloth interior. Taxed and MOT'd. ABS, sunroof, CD. Full stainless steel exhaust, no rust. Owned for past five years, now replaced by a T16. £1750 ono. Tel: 01651 862106 (Aberdeen).

## 900S Aero Turbo

Three doors, electric roof/windows. Red, grey interior (headliner recently replaced). MOT December 2009, Tax 30 September 2009. 187,000 miles. Full invoices since c.50,000. Good condition, used regularly. £2500. Tel: 01750 21648 (Selkirk).

## Bits and Pieces

### V4 1700cc crankshaft

Full size but needs regrind £185. V4 twin choke inlet manifold and vacuum plate £65. Tel: 01424 713927 after 3.00pm only. (Hastings).

### Steering Wheel

Three-spoke steering wheel from 1993 Classic 900. Very good condition. Free to good home! Tel: 01257 274038 (Lancashire).

### 900 Classic Convertible

Set of hood covers with storage bag, all in dark grey. Very rare item. £85 plus P&P. Tel: 01692 630637 (Norwich).

### Wind Deflector

With case to suit 9-3 Convertible, 51 plate, used twice only. £100. Tel: 01403 784652 (West Sussex).

### Abbott Racing Classic 900 charge cooler

in excellent condition throughout. £250. Tel: 01732 824465 (Kent).

## Misc

### Roof Rack

Old style to fit 95/96 V4 models. Clips to gutter. Buyer collects. £25. Tel: 01480 451815. (Cambridge).

## Oil Leaking from Distributor

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

## Holiday Lets

### Algarve Luxury Apartment

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

### Torquay

Self-contained Cottages and Apartments in large grounds with ample parking. Country and sea views, coastal and inland walks. Within easy reach of Devon's many attractions. Members' discount 10%. Brochure available. Tel: 01803 328369 or e-mail: [mail@crosswaysandseaview.co.uk](mailto:mail@crosswaysandseaview.co.uk) website: [www.crosswaysandseaview.co.uk](http://www.crosswaysandseaview.co.uk)

### Loch Ness Scotland

Luxury 5-star holiday cottages set in one of Scotland's most beautiful glens. Sleeps from 2-10. Members' discount. Tel: 07780603045 or e-mail: [info@bcclochness.co.uk](mailto:info@bcclochness.co.uk) - [www.bcclochnesscottages.co.uk](http://www.bcclochnesscottages.co.uk)

Special Member Offer.

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

Join now from only **£32.25\***  
at [rac.co.uk/join/member](http://rac.co.uk/join/member)

or call **0800 581 077**  
quoting code: DT 1014

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

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

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

**RAC**  
rescue

# NEUTON

SCIENCE IN MOTION

## THE RANGE

National Delivery Available  
Fitting & Balancing Available

ALL PRICES SUBJECT TO VAT

sizes	price per tyre
<b>13"</b>	
175/70/R13 82T	19.81
<b>14"</b>	
175/65/R14 82H	22.03
185/60/R14 82H	23.81
185/65/R14 86H	24.74
<b>15"</b>	
195/50/R15 82V XL	27.81
195/55/R15 85V XL	28.74
195/60/R15 88H	27.94
195/65/R15 91H	30.41
205/65/R15 95H	31.51
<b>16"</b>	
205/45/ZR16 87W XL	34.15
205/50/R16 91V XL	33.79
205/55/ZR16 94W XL	36.00
215/55/ZR16 97W XL	37.36
215/60/R16 99V XL	36.99
225/55/ZR16 99W XL	37.92
<b>17"</b>	
205/40/ZR17 84W XL	37.12
205/45/ZR17 87W XL	38.05
215/45/ZR17 91W XL	38.97
215/50/ZR17 95W XL	43.34
215/55/ZR17 98W XL	42.54
225/45/ZR17 94W XL	40.03
235/45/ZR17 97W XL	41.81
<b>18"</b>	
225/40/ZR18 92W XL	46.17
235/40/ZR18 95W XL	48.82
<b>19"</b>	
225/35/ZR19 88W XL	57.83
235/35/ZR19 91W XL	61.46
245/35/ZR19 93W XL	63.31
<b>20"</b>	
235/30/ZR20 88W XL	90.66
245/30/ZR20 93W XL	94.19



Tyre displayed is NT5000 Tyre

WHOLESALE ENQUIRIES WELCOME

[www.neuton-tyres.co.uk](http://www.neuton-tyres.co.uk)  
01992 719 280

UK Distributor: Neo Brothers Ltd.

Unit 23 Monro Ind Est, Station Approach, Waltham Cross, Herts. EN8 7LX



# Cost control

## Saab monthly payment service plan

Saab service plans are designed to give you full cost control. They let you spread the price of regular servicing through simple bite-size monthly instalments, just like household bills. This provides worry free motoring and an easy way to budget for your regular servicing needs.

- ❖ **Servicing to manufacturer's specifications**  
Genuine Saab parts fitted by Saab trained technicians
- ❖ **Control**  
Simple monthly payments
- ❖ **Flexible**  
You choose how many services you want the plan to cover
- ❖ **Inflation proof**  
Prices fixed for the duration of the plan with no hidden interest charges

Call **0845 300 9395** for more information or to find your nearest Saab dealer.

**saab.co.uk**

Terms and conditions apply. Please contact your local dealer for further information.

**SAAB**  
move your mind™