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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

GOING FOR A BURTON!
The Peaks and Dales Tour 2013

SAABS ON THE MARCH



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INTERNATIONAL
SAAB CLUBS
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FRONT COVER:

Erik Carlsson at the International talks about the Neo Brothers '96 Sports Saloon'.
Please state your Membership Number on all correspondence

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The screenshot shows the homepage of the Neo Brothers website. At the top, there's a banner with the text "NEO BROS Saab parts" and "EUROPE'S LARGEST NEW & USED SAAB SPARE PARTS SPECIALISTS". Below the banner, there's a navigation menu with links for Home, About Us, Workshop, Projects, Track Days, and Contact Us. The main content area features a search bar, a "Search Shop" section with dropdown menus for "Part Type" and "Select Model", and a "Map Tun" button. To the right, there's a photograph of a building with several cars parked outside. Below the photo, there's a welcome message and a bulleted list of services offered by Neo Brothers.

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Contact the Membership Team on:

Tel: 01954 232810 Fax: 01954 232106 E-mail: membership@saabclub.co.uk

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Please quote your Membership Number on ALL correspondence

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For information, and ALL articles, Group 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 54

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

Oct/Nov 2013 ISSUE: 23rd August 2013

Dec/Jan 2014 ISSUE: 25 October 2013

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
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CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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MEMBERSHIP TEAM NUMBER: 01954 232810 – 9.00AM TO 5.00PM – MONDAY TO FRIDAY

STEERING WHEEL



The latest meeting of the Board was held on the 14th July on a scorching hot day in Tutbury.

The two new Members to the Board, Bryan Riley and Nick Hoare have settled into their new roles and are greatly appreciated.

What have the rest of the team been up to?

Derek organised the IntSaab2013 pre-tour Lake District which was a fantastic success and is now busy in the process of locating a suitable venue for the next National in 2014 .

Ellie is now planning the SOC stand at the NEC Classic Car Show in November, whilst continuing his excellent work with the local groups and especially the two new groups in Scotland and South Wales. Any problems that may arise in your local group contact Ellie, he is always available to help and advise.

Alex has settled into his role as press and publicity officer and is now in close contact with several classic car magazines and items from the SOC are beginning to appear regularly. Look out for ads that will appear in the free issue of 'Classic Motoring' magazine that will be given away at the NEC Classic car Show in November.

Mark is working with our membership office, identifying problems and looking at ways to attract new Members to the Club.

Rachel organised the IntSaab2013 East Anglia pre-tour, which was a great success. Membership benefits in the East Anglia area have been published in the Driver, she is in the process of going 'nationwide' and would be pleased to have Members contact her with any ideas.

Rich Bone and Nick? The website has now been updated and they invite Members to contact them with any ideas for improvements.

John has arranged the venue for the AGM and is in regular contact with both 'SaabParts' and 'independents' on a regular basis.

Rich Simpson has a few new ideas that he is working on and another excellent article in this 'Driver' with more to come.

Al and Mark have spent a considerable amount of time in the organisation of the IntSaab2013.

The IntSaab2013 – what a fantastic event, see the photo montage on pages 28 and 29.

Further reports and photos will be published in the next 'Driver'. I must congratulate the organisers, the IntSaab2013

DISPLAY ADVERTISING

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

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

Kay Scott
Tel: 01943 461679
kjsadvertising@btinternet.com

team, including those from the SOC, Saab Enthusiasts and UKSaabs and all our sponsors – Saabparts UK, Neo Brothers, CKI Insurance, MSA Automobiles and Carnetix.

A special thanks must be given to Mike and Hilary for their work involved in IntSaab2013 which included the initial negotiations with Wicksteed Park, and the many follow up meetings that took place and especially Hilary who came up with the menus for the event which were absolutely superb.

I must also thank all the people who attended from all around the world, from our own shores to John Gildea from Australia, without you there would have been no IntSaab2013.

As you will see in this issue we have included the splat cards, I know you don't like defacing your magazine but if you carefully cut them out who is to know?

Please cut them out and 'splat' six Saabs that don't have a Club sticker in the car, this will spread the news that there is a Saab Owners Club.

If everyone did so that would be 12,000 free ads for the Club going directly to targeted potential new members.

We are delighted to announce a new benefit for all our Members. Working in partnership with Neo Brothers we can now offer a 10% discount on all goods bought from Neo Brothers (excluding special offers, tyres, performance parts and delivery charges), with no minimum order value. This is the maximum discount scheme available from Neo Brothers. We are really pleased that they are able to support our Members in this way.

To take advantage of this discount, all you need to do is mention the SOC scheme and quote your membership number when placing an order. Once the team at Neo Brothers have validated that you are a current member, they will apply the maximum discount to your order.

And finally, the AGM meeting will be held on the 28th October at Holdcroft Saab, Stoke on Trent. More details, along with the accounts will be published in the Oct/Nov 'Driver'. Why not come along and join in, after all, it is your Club.

Dave

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.

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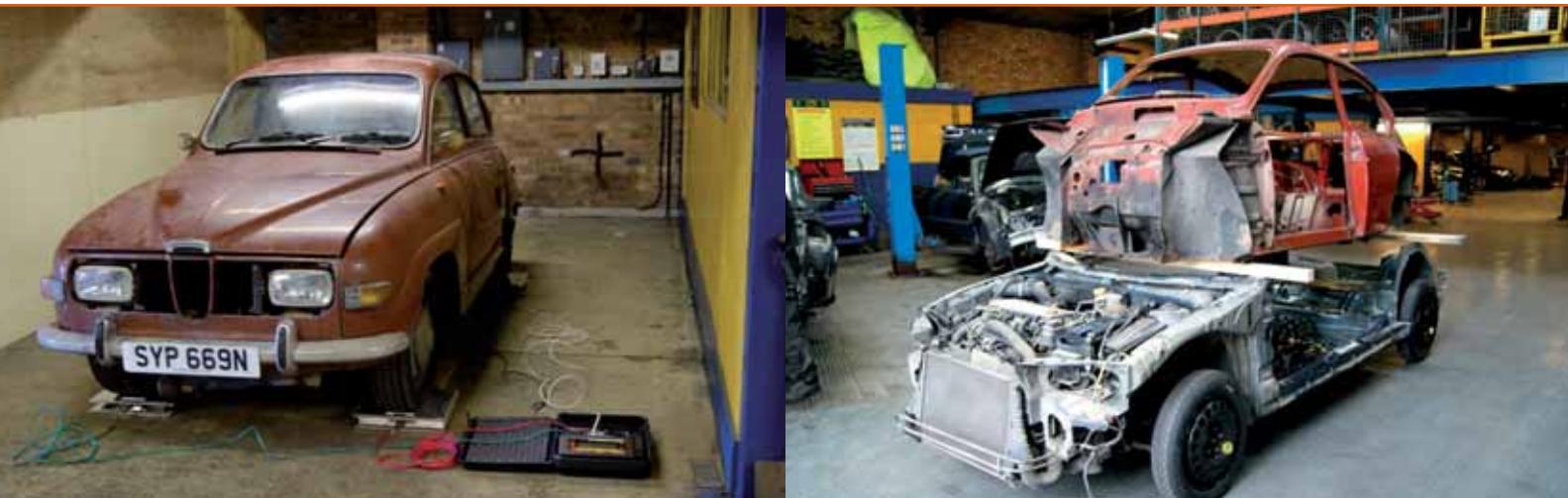
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THE NEO 96SS

Our name is Neo Brothers Ltd simply because we are three brothers. Our passion is Saabs which is why we only specialise in Saab cars and have done so for the last 22 years. Whilst our main business is the sale of Saab parts, one of our hobbies is racing our cars.

We started seriously tuning our Saabs in 2006 when we entered a Saab 93 in the 2006 Euro Enduro. The other vehicles were high value super cars like Ferraris, Porsches BMWs etc. You can imagine the reaction when our multi coloured six year old 2.3 Saab was seen in the car park ready for the event!

Not surprisingly, although nothing was actually said, we sensed that the other drivers and the organisers looked down their noses at the Saab – immediately, it was the underdog!

Over the course of the six day event, we travelled from London down to the south of France and back to London. We are pleased to say that to the other drivers' embarrassment and to our delight, our Saab took first place with a two hour lead over the second place car which was a Porsche turbo. It turned out that the Saab underdog had a bark and a big bite! It also had two petrol tanks!

After that, we race prepared three 9-3 Saabs and put them on open day race tracks around England. They came up against the BMWs but the BMWs could not get away from the Saabs so easily!

The problem was that on track days when the cars were in the paddock, the non-Saab world showed no respect to the Saabs. Although they held their own on the track, they were just another ordinary car that had been tuned!

Saab has a racing pedigree and we thought it was about time that Neo Brothers and the Saab brand made a statement. That was when we had the idea of making a special unique Saab that would get them talking and wondering before it went onto the track.

The shape of the retro Saab 96 has been well known for many years. That shape is of course instantly recognisable and that was the answer – to resurrect the spirit of the 96 and bring it back to life with up-to-date technology.

However, this presented a big problem. How to successfully

transplant the 40 year old 96 shell onto the base of a modern 9-3 and make them become one. The 96 is shorter and narrower than the 9-3.

We must be honest and say that at times, it felt that we were trying to do the impossible but with much thinking and many hours of hard work the dream of the Neo 96ss became a reality. The Technical Specifications of the car are featured right.

Nostalgically, we thought it appropriate that the Neo 96ss should go back home to its birthplace, Sweden, and from there be introduced to the world. Where better than at the Saab Festival and within the grounds of the Saab museum surrounded by Saabs and Saab enthusiasts. On contacting the organisers of the event, they were extremely excited about our idea to unveil the Neo 96ss at the event and welcomed it with open arms.

So, in June 2013, it took its first breath in London and growled with an attitude. We then wrapped it up, loaded it onto our transporter and took it to Sweden to our friends at Maptun.

Peter Backstrom of the Saab Museum was the commentator whilst Erik Carlson and Simo Lampinun jointly unveiled the car. The unveiling stole the show and was a real crowd puller. Later, Simo Lampinun drove the car around the museum grounds. The unveiling was reported on Swedish TV and in the local press. You can see the unveiling on You Tube – just search 'Neo 96ss'.

After the Saab Festival had ended, the Neo 96ss was left on display in the Saab Museum for several weeks.

We then collected and returned it back to our premises for preparation of its UK unveiling at the 50th anniversary of the 2013 International Saab Clubs Meeting that was held at Wicksteed Park, Kettering.

The next phase is to take it onto the track, identify and remedy any problems and then to see what it can do!



96SS TECHNICAL SPECIFICATIONS

BODY

- Saab 9-6 (1974) body
- Saab 9-3 (2005) chassis
- Fully custom built roll cage
- Custom made body panels in fibre glass
- Polycarbonate windows

ENGINE

- 1985cc B207R (dynamically balanced)
- Re-profiled cam shafts
- Ported and polished cylinder head with oversize valves
- Wossner pistons and Verdi connection rods
- Equal length stainless steel exhaust manifold and 75mm exhaust
- Garrett GT3071R turbo with 3mm copper gaskets
- Braided oil and water lines
- 750cc Deka injectors
- High pressure fuel pump
- 100mm air intake/air mass
- K & N air filter

TRANSMISSION

- 5 speed Quaif ABT (limited slip differential)

BRAKES

- Front: 6 pot calipers with 355mm floating disc, race pads (300deg – 850deg)
- Rear: EBC 291mm grooved discs with EBC Yellow Stuff rear pads

SUSPENSION

- Fully adjustable Maptun coil over kit with damping/height control
- Custom made sub-frame
- Poly bushed throughout including engine mounts

WHEELS

- 8x18 Racing dynamic wheels on Michelin racing slicks

PERFORMANCE

- BHP is currently limited to 470 and 520nm of torque with scope to increase to 500 BHP plus

OFFERS AND MORE FROM SAAB PARTS UK

UK Saab Service Club Offers

- Summer Check and air con de-bug for £39.99 (including a free car care kit worth £15)
- RAC membership saving of 30% (12 months Roadside & Recovery for £77.50)
PLUS a FREE Saab Service Centre MOT voucher
- Free Saab Service Centre MOT voucher for an inspection completed in September 2013.

Improved Availability

Saab parts availability as measured by first pick fulfillment rate has continued to improve and has now achieved 95%. In covering a large portfolio of over 50,000 lines from thousands of suppliers, Saab Parts AB is always at risk of some items having disruption in production and incurring extended delivery times.

Saab parts is committed to maintaining the best possible availability across the

portfolio for all models and we are continuing in our efforts to improve availability still further.

Organisational Changes

Saab Parts AB is pleased to confirm two new appointment to the senior leadership team of the company. Fredrik Gyllefjord is appointed Chief Financial Officer of the company and Claes Kalderen is appointed to the role of Sales and Marketing Director. Both posts will be based at the headquarter office in Nykoping, Sweden.



INSURANCE MATTERS

SOC Insurance's Neil Franklin provides an insight into the current state of the market and touches on the continuing success of the club scheme.

July, quite rightly, has been all about Andy Murray's fantastic achievement, but I'm still trying to recover from that month's relentless schedule: the Dutch TT live from Assen, uniquely, in the MotoGP calendar, held on Saturdays; qualifying from Silverstone; Superpole from Imola; not to mention the Grand Depart of the Tour de France on Corsica (if you've never been, please consider it seriously – a breathtakingly beautiful and intriguing place). I thought I was being helpful when I said that, had it not taken so long to programme the Virgin box, I would have offered to cut the grass, although that somehow appears to have fallen on deaf ears.

Very keen pricing continues to dominate the car insurance market as we enter the second half of 2013 and what a turnaround that is compared with the past couple of years. The relative absence of severe winter conditions certainly helped, but this April's Ministry Of Justice reforms on referral fees attaching to injury claims have prompted many insurers to anticipate significant claims savings, although the true impact will probably not emerge for some while.

With seemingly unlimited promises of car and home insurance savings on offer, how do you, the customer, differentiate between them? Are they truly like-for-like and how will any after-sales or claims service shape up? For our part, we continue to focus all our energy on enthusiasts and whilst we are a business that aspires to be financially successful, we will not take liberties when dealing with post-sale alterations – something which seems to be attracting some attention at the moment. I'm very glad to see that SOC members – both new and existing – continue to put their trust in us and, for me, that underlines our ability to deliver. Thank you, once again, to each and every one of you.

We have the great privilege of a sea-front office building and I can see the gulls are already practising their assaults on soon-to-arrive hoards of unsuspecting holidaymakers. Take my advice: if you find yourself in Hastings during the summer, be extra vigilant if you buy chips or ice creams!

SOC Insurance

0800 298 4071 (or 01424 205078 for mobiles).

A MINI PEAKS & DALES

With the excellent weather we have been experiencing over the Summer, the North West Group planned another evening drive for their July meeting.

Mike and Veronica planned a short route of about 40miles through the Derbyshire countryside to end up at a venue where food would be available. They must have travelled every road and lane in the county, and still managed to find a route that included roads that are new to everyone taking part.

The day of the drive had been subjected to hours of thunderstorms with torrential downpours, but by the evening everything had settled down and the temperature was a barmy 26 degrees.

We all met at Lymme Park in the visitor's car park, some dozen or so cars and a total of 32 members. Mike handed out the easy to follow route, TL, TR, SP etc for a 37mile evening drive. We left the park with a couple of minutes between each car for a nice easy relaxing drive.

The first turning off the main A6 was not a problem, climbing up a gradient on the narrow country lane. The next turning right was spotted on the way past (screeching of brakes heard) and a short reverse. The countryside in Derbyshire is beautiful and tranquil, another couple of turns and we entered the Goyt Valley, miles and miles of quiet country road and not a soul in sight, but plenty of sheep and cattle for company.

We then joined the A537, passing the Cat and Fiddle public house on our right. This is a road well known for motorcyclists speeding along and where the police on motorbikes keep a constant watch.

The Cat and Fiddle Inn is the second-highest inn or public house in England. The inn is situated on the eastern fringes of Cheshire in the Peak District National Park.

Another left turn and we were back amongst the narrow country lanes until we joined the A523 heading towards Leek. Then watchful eyes were required on a right hand turn (no signs) into Green lane, another mile or two and we arrived at the final destination – The Hotel Rudyard and a fabulous meal to round off a perfect evening.

Only one car was late after missing a turning – we were led to believe that there were a few choice words between the driver and his spouse!

Dave Garnett



Mike and Veronica



The Cat & Fiddle pub



Sunset over Rudyard Lake



Every one tucks into a fabulous carvery meal

Stalling 900i

I have a long running, random problem with my 1990 900i cabrio. Usually when hot and during or after a decent run.

When I halt at lights or a junction the engine stalls, drops down to 500rpm then stops. Starts again straight away, no problem. Have cleaned the earths, checked the vacuum pipes checked the snap connectors on air flow, cold start sensor and the one between injector 2 & 3. Engine is then fine for months, sometimes a year even if I have not done the earths, but it always returns. At other times it is difficult to start from cold but never the two problems at once. I have checked the plug leads for continuity, 1000 to 1500 depending on the length of the lead.

I have had the car over 16 years, always regularly serviced, usually by Saab specialist/main agents. Now showing 144,000 miles. Occasionally it runs rich for no reason but soon rectifies itself and not usually when the above problems occur.

I have lived with this for years but as you seem short of problems to solve I thought I would ask you.

Derek

900i models with the Lucas eng management system are prone to this problem, it was only fitted for one year, even the Bosch system can give these symptoms but not so acute, it helps a lot if the throttle body is well cleaned out with carb cleaner periodically.

Trouble Up North

I have a frustrating situation with the Griffin. The car and I are presently based on Skye for the summer, so I have probably become your most northerly customer? Since the cam belt, water pump and rear pin bushes work that you did last year, I have replaced the front control arms and ball joints with new ones made in Germany from partforsaabs (made by 'Mile'?). The front bush on the offside was worn at MOT time. Having done this, I now have a vibration through the steering wheel, seat and floor which is noticeable /uncomfortable at speeds of 70mph plus. I had the tracking adjusted as soon as the new arms were on – it was badly out – plus 9.

The car has had some sort of light accident on the front offside before my ownership – light repair to the bumper/ cracked air box and bent roll bar drop link. (Latter two renewed).

Internet ferreting produced the possibility of a buckled wheel and as the old one on that corner was quite badly corroded I bought the last new one available and fitted it complete with a new tyre. No change in vibration!

The car starts and runs well, 30mpg plus, at A road speeds, but is horrible at motorway speeds. The vibration isn't quite bad enough to make you slow down, but is tiring over a long journey.

Whilst I only became aware of the vibration after renewing the control arms, I'm beginning to suspect the main trailing arm bushes? I realise its difficult to say without seeing, but I probably won't be able to bring it down until November and have quite a lot of motorway miles to do before then.

Brian Hill

I would first have all four wheels balanced and checked for buckles etc. Rear engine sub frame bushes are a common failure and now are part of the MOT, they may be in poor condition.

If the replaced bushes are power flex they do transmit more vibration into the chassis, these bushes while they are stiffer and improve handling are non standard and may have side effects.

Dead Kiwi 9000

I have a non sparking 1996 9000 Aero manual car. Because of broken exhaust manifold studs and a water leak, I decided to give my Aero a 'birthday'. With the engine in the car, I took off the sump and cleaned it, replaced the chains and timing gear wheels, and took off the head, which was skimmed, and lapped the valves. It all went back together with a new water pump, and I reconditioned the starter and alternator.

It started up and settled down to an idle to burn off the oils on the engine and fill up the tappets. It ran for about 10 minutes, with an occasional light rev up on the accelerator. The next day I did the same again, as I had read that it can take 20 minutes to refill the tappets, and it ran well. On the third day, I took it out at a gentle speed up past our house and it suddenly cut out, no warning, just no engine. I freewheeled back to our house and it now sits outside on the road.

Thinking fuel pump or DI, I swapped these over with previously working second hand ones, and still no go: swapped crank sensor, still no joy.

I then followed a diagnostic chart I found on the internet which checked the main and pump relays, OK, the pump operating for two seconds on ignition, OK, the DI cassette receiving 12V for six seconds after ignition and then again with the starter operation. The injectors receive 12V on ignition for six seconds.

Putting plugs into the cassette and then earthing them and turning on the ignition produces no spark. Ummmm... Why not? Ignition switch is fairly new... Broken ECU?

Ideas as to what to do next would be appreciated. My nearest Tech 2 is in Wellington, about a two and a half hour drive away, so life is not easy in this Saab backwater!

Richard

Difficult to advise. However are the plugs wet with fuel, if not could still be a fuel pump issue, just because you can hear it prime does not mean it's delivering fuel, you could loosen the fuel feed on injection rail and bridge fuel pump relay to check.

I assume you have checked fuses etc, is there an immobiliser/ alarm system fitted?

This could cause a not start if it malfunctions. The other issue is that it may be worth removing the cam cover and check the cam shafts are turning, you need to be sure there is not a mechanical fault.

A tech 2 diagnostic may not indicate what the fault is, unfortunately it's a matter of systematic fault tracing.

Time for a Chain Change

I have a 1997 9000 Aero with a manual box, the car has approx 96K miles on the clock, I have 'heard' stories of timing chain / balance shaft chains failing at around the 100K mark, are these just stories or should the chains be changed at some point?

Philip Bye

The timing chain is a maintenance free item, if a car has regular oil changes they can do in excess of 200k miles, the problem that can occur in this engine is worn balance shaft chain, guides etc and gears, causing a rattle and sometimes harshness if the balance chains are not revolving.

In my view, no action is required unless there is a symptom that needs investigation. The most important action required on these engines is the sump removed and strainer cleaned out, this prevents oil starvation and engine damage.

Little Hiccups

I have a 2001 Saab 9-3 20t SE convertible running very smoothly but just started hiccuping when I try to keep a constant speed. Fine when accelerating and during normal driving, just when I try to maintain a constant 50/60/70 it does this hesitating hiccup thing. Can you help? Is it terminal??!

Adrian Walker

I think it could be caused by the electric throttle system, try cleaning out the throttle body with carb cleaner, also check for any air leaks on vac hoses etc.

1989 Classic 900T Cabriolet

Having problems with my motor! It readily starts when cold, and will run without any problems at all, no mis-firing whatever. However, if the engine is stopped for whatever reason, it just will not start again. After standing overnight, or whatever, apparently when cold, it will readily start.

Any ideas? On three occasions I had the AA Breakdown out to get the machine going, and they have done so, not knowing exactly what was done to entice the motor to fire up! But it did, and they left me on the first two occasions, telling me to get on my way and not to allow the engine to stop until I reached my

destination! And then to address the problem to a SAAB garage!

I have now taken the 900 to two Saab garages, one in Histon, (Cambs) and the last one, to where the AA took it, at Grimsby in Lincolnshire. Both found faults of one sort or another, (possibly due to mice in my garage!) but both thought they had resolved the problems, but not so!

It is indeed most frustrating should the engine stop! I had to move the motor forward on the starter motor when it failed to start after I filled up at a petrol station!

Eric

I have found symptoms such as yours to be caused by a faulty distributor and as the last resourceful AA Man cooled this component I think that this is significant. Inside a distributor is a hall-effect sensor and it is possible when this gets hot that it malfunctions. Sometimes the distributor can cause the engine to stop whilst driving so I think that this is likely to be the cause of the problem. It would be very time consuming to check through wiring, and the results would only be conclusive whilst the engine fails to start. I advise you to change the distributor and hope for the best.

TECHNICAL MATTERS

Saab 9-3 Sport 03 onwards

It may be convenient having window switches on the doors, but when you leave the windows open and forget, a heavy thunderstorm then comes along and soaks all the window switches. These window switch units are electronic units which operate the windows and lock system, when they get wet the windows wont close and the lock system fails to function.

Saab 9-5, 9-3 Petrol Engines

I cant stress how important it is to be sure the sump strainer is not blocked, even if it's been cleaned previously, engine damage will result very quickly on a motorway which potentially will damage the engine beyond repair.

These engines will do well in excess of 200,000 miles with little attention but if the oil is not changed frequently sediment builds up in the sump clogging the strainer.

It's a shame if a good 9-5 or 9-3 has to be scrapped due to this preventable oil starvation problem. If your Saab makes a whining sound for a couple of minutes when first started it needs urgent attention.

Saab 9-3 Sport Models 03 onwards

If you only have one remote, get another programmed as, if your only key is lost, you can't program a replacement. Also what happens if you accidentally lock the keys in the boot whilst on holiday? This also applies to older 9-3 and 9-5 models but it's not as costly to rectify. On the 9-3 sport the CIM unit would have to be replaced.

Long Term Test

Saab 9-3 1.9 2007 Auto Sportwaggon

I bought one of these last year and liked it so much I decided to keep it as a tow car and Linda uses it daily for

private use. It replaced a succession of 2.2 9-5 estates. The car had done 113,000 miles when I bought it last year, now its covered 128,000 with no problems.

We have just returned from France towing the caravan, the car ran well. Prior to departing I replaced the alternator as these are a weakness and also the front and rear brake pads. This model is a good tow car, in fact I think its better than the 9-5 in that its more stable, having said that the 9-5 is also a very competent tow car.

I will keep the 9-3 for another 12 months and I hope to replace it with a 9-3 1.9tt.



BRITAIN'S MOTORISTS IN DANGER OF DISAPPEARING DOWN A POTHOLE

Despite nine out of 10 UK motorists feeling they are 'sitting ducks' for the Treasury as the Government collects more than £40bn a year in motoring taxation, Britain's roads are crumbling into one big pothole and storing up a huge bill for the future.

The pitiful condition of the country's motorways and local roads, characterised by the now year-round problem of potholes, ranks as a top concern for motorists in this year's RAC Report on Motoring – the longest-running annual survey of drivers, now in its 25th year.

While the cost of driving is understandably still the number one concern for nearly half (46%) of Britain's battle-scarred and beleaguered motorists, two in five (41%) say maintenance of local roads and motorways is their top spending priority. In addition, 84% of motorists believe their local roads are deteriorating and three-quarters (75%) think the same about motorways and other major roads. But the question most motorists just cannot get to grips with is: why isn't more of the money collected in motoring taxation ring-fenced for maintaining roads? A shocking four out of five (78%) think the money they pay to Government through motoring taxes is not properly invested in local roads.

The RAC believes that without this investment the Government will be responsible for overseeing a massive decline in the state of our highways which negatively affects consumers and businesses alike, stalls the economy and stores up a huge 'problem' bill for future tax payers.

With revenue from fuel duty falling year on year as people drive fewer miles in more fuel efficient vehicles, the RAC Report on motoring shows there is a real need for a new way of taxing motorists. The Report also found that 90% of the UK's nearly 30 million car drivers are unhappy or blind to the overall balance of motoring taxation that sees more than £40bn being raised for the Treasury – with only around 22% spent improving and maintaining our national and local roads. What's more, a third of motorists surveyed said they are prepared to pay tolls for motorway driving (29%) or city centre congestion charges (33%) if the cost of fuel and car tax was significantly reduced – perhaps signalling a new model for taxing the motorist.

With nine in 10 (89%) relying more than ever on their vehicles for day-to-day activities than 25 years ago and more than three quarters (77%) claiming they are struggling to make ends meet because of the cost of fuel, the RAC is now calling on the Government to take urgent action to review the nation's outdated motoring taxation model. Unsurprisingly, motorists said that tax levied on fuel and Vehicle Excise Duty (car tax) should represent a smaller share of what they pay. More than 22m drivers (77%) would prefer to pay less fuel tax and half

(49%) would like to pay lower levels of car tax.

RAC technical director David Bizley said: "Our Report on Motoring shows that Britain's motorists – and roads – have been left battle-scarred after a further 12 months of bearing the burden of extreme financial conditions. What's needed is an in-depth review of the overall motoring taxation model and for a reasonable percentage of money raised from drivers to be ring-fenced for roads – that way the 'unlucky' motorist can be rid of the 2013 plague of the all-year-round pothole."

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Regional Group Meetings, information and Contacts

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

hold their Club meetings every second Saturday of the month at The Green Man, Evershot.

Contact: Christian Sawers
T: 01525 402749
E: bedsbuckshertsaaab@googlemail.com

CHESTER, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

hold their Club meetings every first Wednesday of the month at The Red Bull, Congleton Road, Church Lawton, Cheshire.

Contact: Chris Boffey
T: 01270 624659
E: sc.s.branch@ntlworld.com
www.2csaabbranch.org

CUMBRIA SAAB

Contact: Robert Morley
T: 07787 901783

EAST ANGLIA SAAB

hold their Club meeting every first Thursday at The Woolpack, The Street, Fornham St. Martin, Bury St Edmunds, Suffolk, IP31 1SW from 7.00pm onwards.

Contact: Rachel Hillier
T: 01379 740 158
E: sootysaab@aol.com

EAST MIDLANDS SAAB

hold their Club meeting every last Wednesday of the month at The Red Lion, Kegworth, DE74 2DA.

Contact: Peter Briggs
T: 01623 432531
p.briggst@ntlworld.com

EAST SUSSEX SAAB

hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick.

Contact: Toby Field
T: 01323 460 363
www.eastsussexsaab.co.uk

EBOR SAAB

hold their Club meeting every second Wednesday of each even-numbered month – 7.30pm for 8.00pm The Grey Horse PH, Elvington, near York.

Contact: Karl Moxon
T: 01482 847120
E: 38mox@38mox.karoo.co.uk
or Chris Greenwood
T: 01482 562087
E: brindlegreenwood@gmail.com

LANCASHIRE SAAB

hold their Club meetings every second Monday of the month from 7.00pm-10.30pm at The Hesketh Arms, 81 Liverpool Road, Rufford L40 1SB.

Contact: Steve Alty
T: 01772 769015
E: steve.alty@lancashiresaabownersclub.co.uk
www.lancashiresaabownersclub.co.uk

NORTH WEST SAAB

hold their Club meetings in Manchester every fourth Tuesday of the month. See website for meeting location www.saab-nw.co.uk.

Contact: Richard Elliott
T: 01457 852 944
or John
T: 0161 929 9155
www.saab-nw.co.uk

SOUTH WEST SAAB

hold their Club meeting every first Wednesday of the month at Coopers Mill, Brunswick Street, Yeovil, Somerset.

Contact: Alex Rankin
T: 07963 066384
E: therankins565@btinternet.com
or Robin Morley
T: 07515 112120
E: robin@southwestsaab.co.uk

SOUTH YORKSHIRE SAAB

Contact: Keith Long
T: 01226 385 139
E: saabinn@virginmedia.com

WEST MIDS & WARWICKSHIRE SAAB

hold their Club meetings every first Tuesday of the month at the Stonebridge Pub at the junction A45/A452 just 1 mile from Birmingham airport.

Contact: Rich Bone
E: wmwso@yahoo.co.uk
www.wmwso.co.uk

NORTH OF SCOTLAND

Contact: Derek Darnell
E: derek@ddarnell.f9.co.uk

All correspondence to:

STEVE TRIGG, Group Liaison Officer (Midlands)
18 Cleveland Avenue, Draycott, Derbyshire, DE72 3NR.
Tel: 01332 872302 E-mail: stevetrigg@btinternet.com



Steve wants your dates!

Steve will be grateful if all Local Groups can submit their events for 2013 as soon as they are planned. Please e-mail any events to Steve Trigge at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the October/November 2013 issue is 30 August 2013.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE
PLEASE SEND STEVE YOUR DATES AS SOON AS POSSIBLE!

AUGUST

FRIDAY 2nd-SUN 4th Int'l Saab Clubs Meeting 2013

Saturday 3rd
Beds, Bucks & Herts
Meeting at International

Sunday 4th
South Yorkshire Saab
Visit to the International
Contact: saabinn@virginmedia.com

Monday 5th-11th Aug
Cotswolds & Wales Post-Tour

Wednesday 7th
South West Saab
Get together for a chat and a drink

Sunday 18th
South Yorkshire Saab
Drinks round the Pond
Contact: saabinn@virginmedia.com

SEPTEMBER

Sunday 1st
South West Saab
Thornfalcon Classic Car Meet
Robin Morley, 07515 112120
robin@southwestsaab.co.uk

Sunday 22nd

South West Saab
Diggerland, Robin Morley 07515112120
robin@southwestsaab.co.uk

Wednesday 25th
South Yorkshire Saab
Visit to restored Lancaster (TBC)
Contact: saabinn@virginmedia.com

South Yorkshire Saab
Quiz saabinn@virginmedia.com

TBC
Ebor Saab
Treasure Hunt
Tony Fisher 01377 288136
thixendale@btinternet.com

OCTOBER
Saturday 12th
Beds, Bucks & Herts
Imperial War Museum, Hendon – TBC

Wednesday 25th
South Yorkshire Saab
Quiz, saabinn@virginmedia.com

TBC
Ebor Saab
Buttertubs Pass Run
Eric Walker 01845 523245
erickath@supanet.com



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900i 2L Auto CAT	10/93 on	£413.94
900i 2L CAT Manual	10/93 on	£349.24
900i 2.3L CAT	93 on	£413.94
900i 2.5L CAT V6 24V	94 on	£364.44
9000 Turbo 16V HB 5dr NFP	85-88	£395.82
9000 9000i	86-88	£395.82
9000 2Li Turbo CAT CS	92 on	£317.94
9-3 2.01 CAT B2041	02/98 on	£430.58
9-3 2.01 CAT Turbo B204L	02/98 on	£423.92
9-3 2.01 CAT B2341	02/98-09/98	£430.58
9-3 2.2L TDI CAT HB	03/98 on	£526.59
9-5 2LI 2.3LI Turbo CAT Sal	06/97-09/01	£484.80
9-5 2LI CAT Est	06/97 on	£407.50
9-5 2.3LI Turbo CAT Sal	07/99 on	£484.80
9-5 2.3LI CAT Est	07/00 on	£496.78
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AROUND THE UK



Hello and welcome to this mid-Summer edition of 'Driver', I hope you are all enjoying this fine weather we have been having, and enjoying your Saab. Tell you what, I have been running my old C900 constantly, and the old guy has been an absolute pleasure! Well I'm going to start off this section by going back in time, back to when we were doing the Golden flag tour across the UK.

Golden Flag Tour

As you know it all kicked off with East Sussex handing over to the South West group. From there to a very successful Swedish Day 2013, which was organised by the South West Saab Group. At this event the flag was handed over to the West Midlands Group. They in turn then met the Cheshire and South Staffordshire Group at Trentham Gardens, and at the time of writing, the flag had moved even further North to the Northwest Group, who had it proudly on display at the annual and very popular Peaks and Dales 2013 event.

John Howard and a few others have since passed the flag on to the Lancashire Group, and as you will see they chose a very convenient location... a brewery!! Derek Best kindly sent me a photo of his handover which took place at the Lakeland

Gathering... not been there for a few years, must make an effort to attend in 2014.

The EBOR and South Yorkshire group had a good turnout for their meet, blessed with fine weather and enthusiastic members, and let's not forget the handover from East Midlands Saab to South Yorkshire. Huge thanks for keeping this going, and special thanks to Sue Long for the photos and information.

Moving on, the next picture shows the Beds Herts and Bucks team taking charge of the flag in preparation for its final leg. I made the journey down the M1 to Eversholt on the 13 July to meet the Beds Herts & Bucks Group, with a car park overrun by all manner of Saabs it promised to be a great meet, Pete Briggs from East Midlands Saab brought the goods we were all waiting for (the flag!) and after we all had a spot of lunch it was on to the business of signing the flag followed by the photos which were taken by Alan (you might know him as Ursamino).

Great guy, sorry for not being able to show the other groups in this issue, but I will get it in the next issue of 'Driver'.

THANK YOU to you all on behalf of the SOC for your help with this Golden Flag Tour. Believe me, without your help it would not have been possible.

All correspondence to:

ELLIE WILSON

43 Towbury Close, Oakenshaw South, Redditch, Worcestershire, B98 7YZ

Tel: 01527 403596 E-mail: branches@saabclub.co.uk



Chipping Steam Event

Well this year was blessed with absolutely great weather. Thanks to all who organised the Saab presence in this massive event. If you have never been, I would suggest you keep an eye on the diary and try to make the 2014 weekend. Below are a few words as quoted by one of the attendees and I am sure he was not alone in expressing his happiness.

What a weekend! Three days of relentless sunshine, beer and great food and company. First off, big thanks as ever to Jane and Steve for the preparation and organising, and the coffee, and the brekky! Cheers also go to Graham and Jo, and Graham for the heater in his snazzy Hymer motorhome when it got a bit chilly on first night and good on Saabstudent for bringing the fire pit which kept us going till the small hours. Can't understand why more of you lot don't venture to this event. We seem to have it all to ourselves; tons of classic cars, free camping, beer tent with live bands every night, funfair for the little uns, craft fair, food stalls, even a mini zoo this year, and being in such a lovely scenic location what else could you ask for... Oh, and Rob: Cheers for the beers.

See I told you it is a great event, note to self... must go next year! Well done guys.

North of Scotland Meet

Thank you to all who attended the meet, held in the North of Scotland. Derek Darnell did a sterling job organising this event, and I hope all who attended enjoyed it. I really wanted to attend (as invited by Derek) but the distance on this occasion was a bit far... nearly 1000 miles round trip! I really hope another of these events is held up that way, and the enthusiasm shown by the attendees maintained. Well done and thank you to all.

Trollhättan Saab Festival 2013

I see from all the write ups and photos a great day was had by all. I think we deserve to blow some UK self praise on ourselves here, well more specifically on the Neo Brothers Team, who managed to blow away the doubters who said the fabulous 96 they have created would never see the light of day. It was so impressive it ended up being put on display in the museum for the Saab Festival weekend, and of course you would have seen it in the flesh at the 2014 International Festival. What a car, and of course one of our well known members went over in his special 99. Here are a few words and pictures from him.

"Just a quick update... indeed, the Saab dealership we photographed the car outside is in a southerly town, Larvik. It is Norway's oldest Saab garage, established in 1951. The mechanics dropped everything to come out and see the car, except the father... he was covered in oil, working underneath a rally prepared 96. In fact, the whole garage is a labyrinth of workshops, with Saab sports, 99 Turbo, and Saab 96 rally cars. Obviously, Saab dealerships have ceased to exist now, but they have so many Saabs of their own, and also customers car to work on, the name 'Saab' stays above the door. We are now heading towards Fredrikshavn, Denmark on the ferry for



an overnight stay. Then another 480 miles in the morning to the Dutch border, for another overnight halt on the way home. The 99 Turbo is rammed full of parts... the weird and wonderful!!

Over and out.

Birdie&son

Sorry Birdie, I just had to slip in the picture of you and your car outside your Swedish dwellings! Hope you don't mind. Ellie



Manchester Classic Car Event 2013

Thanks to Chris Boffey (Cheshire and South Staffordshire), who was left in charge of organising the cars' helpers (even I am helping out on this). If you are in the area, or just fancy a drive over that weekend, please do drop in and say hello. The event details are: Manchester Classic Car Show 2013, Event City (next to the Trafford Centre) 21st/22nd September 2013.

Northwest Saab's (dreaming of going airborne) at BEA systems, Wharton

BEA Systems at Wharton in Lancashire are the builders of the Eurofighter. The NW group has been fortunate enough to visit this facility on three occasions, originally for employees with a Saab connection and Members of the NW Group.

The first visit some 20 years ago took place when the prototype Eurofighter was under construction, another visit some 10 years ago and production was just under way.

This latest visit showed that production of the Eurofighter is now well under way. Previous visits were at weekends, but today's visit for 12 lucky members of the NW Group was a daytime visit. We were met on the car park by Drew Steel, our guide, and ushered into a reception area for security checks and passes (including photographs) before being directed into a meeting room for a briefing prior to touring the factory.

The factory floor is as clean as a whistle and very quiet. The 'production line' is each aircraft, which is repositioned as the build continues.

AROUND THE UK



The components come from several countries: the nose section is built here in Britain, the centre section of the aircraft is built in Germany, the wings and tail are assembled in other countries and the final assembly is at Wharton.

At one period BEA and Saab were involved in a joint venture, which has now been completed.

Drew was a Weapons Officer now retired from active service and his wealth of knowledge and tales of his experiences were eagerly swallowed up by us visitors. A super buffet lunch was included before we departed the site ...our next visit will be in 2023!

West Midlands Saab

One fine Saturday afternoon found Members from the West Midlands and Warwickshire meeting up with other Saab drivers from across the Midlands and beyond. One shock I had was seeing my old mate Glenn from Carnetics and a Member of the East Midlands Saab Group, (his Sonnett is pictured). It was really good to see so many Saabists out and about. Belated happy birthday to Vince, the lucky devil... his wife only bought him the 9-3 convertible for his birthday! and what does Mrs Elli get me for my birthday... more socks? It just doesn't add up, anyway jealousy apart, the car is in very nice condition, and Vince is very pleased with it. When they started to go into the tweaks that can be done, it all became a blur!





Peaks and Dales 2013

Looks like this was a mega turnout, fine weather, great cars, and of course another great route mapped out and enjoyed by all. I missed this event this year, and I bet you were all missing me (NOT), but don't worry I will be there next year. The photo was kindly supplied by Lewis Turner from East Anglia Saab. Visit their website for more great pictures at www.eastangliasaab.webs.com

Saab Huy 2013

Etienne, our good friend from Belgium, is holding another SaabHuy event. I went to the last one and was truly in Saab heaven. If you fancy a weekend away in Belgium, let this be the one. When the guys from the UK went last time, we travelled via

that Channel Tunnel thing. It was brilliant! We got on the train and 25 minutes later we were getting off again, then some, and I say some of us had a gentle drive up to Belgium, while others chose to meet the guys from Germany, France, the Netherlands and other parts of Europe and took what I can only describe as a more enthusiastic route. The whole weekend was blessed with fine weather, and most importantly great people.

HELP!

I really would like some stories of happiness you have experienced with your Saab. Please, pretty please do send me a few words and a picture of what you have been up to, I am sure it will make for great reading.

That's all for now, NO I haven't forgotten the 'did you know' section, but I have exhausted my allocated slot in the magazine, so in the next issue, there will be an extra special did you know... just for you!

Keep the faith. Keep Saabing!

Elli



THE SCIENCE MUSEUM'S LITTLE SAAB

The Science Museum opened in the year 2000 with a special exhibition showing visitors an idea of how we lived sixty years ago. The set piece was this spectacular display of little cars of the period following the Second World War.

The major industrialised countries each supported their own independent motor industries and in the era before globalisation they developed distinct national styles. The vehicles displayed were chosen to represent the range of different aesthetic and engineering solutions to the problem of creating a functional family car at a reasonable cost.

Conceived when there was still 'the luxury of national identity in design', each of the types shown has generated extraordinary loyalty and affection among owners.

The 1956 Saab 93, later known as the 93A to distinguish it from the later version, has the original split windscreens and rear-hung doors. All models were left-hand drive and the ventilation system has a hose outlet inside the left rear wing. It has the then-standard trafficator indicators concealed in the B-pillar and no windscreen washers.

This car was imported from Sweden by Philip Mist, the Saab

distributors for Birmingham and Herefordshire and restored by them for their showroom. It had a 1970's Swedish registration plate with the prefix letters 'EA'. It was given a Scottish number plate in common with all such re-licenses.

In October 1986 it was sold to the famous Patrick Collection in Birmingham. In 1992 it was auctioned again at Malvern and bought by Graham Macdonald who owned the car for nearly seven years.

Graham adds: 'With the standard 750cc engine it easily did 75MPH. It was briefly fitted with an 850cc engine to group 2 spec while the original 750 was being rebuilt. It was pretty fast! (and loud!). Driven to the International at Gaydon with this engine, I showed this car at several SOC and Saab Enthusiasts events as well as the NEC and Bristol Classic Car Show. In December 1998 the Science Museum bought it for their Millennium Exhibition.'

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GOING FOR A BURTON!

Peaks and Dales Tour, 1st June 2013

There are moments when everything just slots into place. 09.30 on Saturday 1 June was just such an experience for me.

Still recalling the exploits of the Friday night drive to Compo's fish and chips in Holmfirth, and the journey back – sporting along the Woodhead Pass – sandwiched between Lauren's 9-3, in the lead, Andy Williams' 9-3 Viggan convertible and behind me Lewis and Lesley's 9000 turbo track day car, I was still in dreamland.

The summer had finally started, I decided, when me and my navigator Brian Murphy stood on the crest of Winnats Pass at the 400 metre contour to look down on the first cars blasting their way up the thin band of tarmac from a long way below, and the scene was spectacular.

That's where my 2013 Peaks and Dales run began for real. It had been a cloudless dawn and knowing that 30 cars were expected to arrive for the event I was full of anticipation. Could this be the best ever?

I had reconnoitred the route with organiser Mike Doughty using the descriptive plan; Zero trip – 1.5 miles S/ON at Roundabout, SP Tutbury, diligently typed up by his partner Veronica so I knew some pleasurable motoring awaited the participants.

Leaving the limestone country of Castleton behind, the cars headed for the Dark Peak, which on this blessed of days was awash with a flush emerald green foliage which, with the late-flowering cherry blossom, was anything but dark.

The breakfast stop, (really my brunch, as I'd woken with the cockerels at Windy Harbour at 5.30am) was at the 17th Century Biggin Hall, an idyllic setting in which to line up the cars and thirsty drivers for a break. They chatted about the Snake Pass, the Ladybower Dams we'd crossed back at the 15 mile mark and the recent Dambusters re-enactment flypast there, munching on the delicious scones with real butter and jam, and pots of hot coffee.

Soon though, the cars were in gear and moving away into South Derbyshire and the rolling countryside toward the Trent Valley. There was much anticipation in our car, for the navigator is known to have a penchant for the fine ales brewed within earshot of the River Trent. The National Brewery Centre at Burton on Trent was the destination of the morning's run.

In our 93 the quiz of the day was the number of Halls on the route. Number three on the list was Sudbury Hall, home of the Museum of Childhood. "We counted six halls, in total if you counted Mons'al and Cressbrook Hall," said back-seater Carolyn.

Stopping for photography had dropped us well back from our Number 1 car designation, so we put in a few 'hard' miles to arrive in good time for lunch, not liquid sadly, on my part, being the designated driver.

The Museum had arranged a separate car park for the Saabists and it was a compelling sight for the last cars to arrive,

to see as all 29 cars arranged in a virtual circle around the inner courtyard, next to the dray horses who pull the brewery keg wagons around the show grounds. 'Horse power meets horse power!' as one wag remarked.

The splendid food and hospitality shown by the staff gave our 65 visitors an entertaining two hour visit before the cars once again set off on the journey back north. The sampling of the beverages was confined to a lucky few, but some merry clinking of bottles in bags was heard.

60 miles of touring through the leafy lanes of Derbyshire led back to the dales of the White Peaks again, whilst the sun continued to reflect off the hills and valleys.

Brassington was our next pull-over to photograph cars exiting the winding, up-hill village street, Dragon Hill.

Monsal Head provided a spectacular view across the Wye valley, with the LMS High Peak Railway viaduct bisecting the horizon.

Across Tideswell Moor we went, to the Blackbrook Checkpoint, where Colin Woodward was waiting to sign in the tourers as they crested the hill with its panoramic view toward Manchester.

Colin had waited patiently for our car at last year's event, but we never arrived as we had cut off early and our telephone message wasn't received, so it was with some relief that this year, he counted us in and out again, as we again left the route to head to our home village for a quick change before attending the evening meal back at Windy Harbour in Glossop.

A day packed with high climbs to Peak District hilltops, down leafy lanes at the bottom of the Derbyshire Dales, ended in true Saab-ists fashion, with a few bevvies of best ale, excellent food and hospitality courtesy of the management at Windy Harbour. Not too much wind, at least outside, and thanks to the good friendship and acquaintances that our club is famous for, some happy memories.

Alongside the Winnats Pass experience, and the pleasure of seeing these cars being used as their designers intended – motoring pleasure – my most vivid memories are of seeing Mike Doughty glowing with delight at the sight of everything from a Sonnet to a 9-5 sharing the limelight at Burton. Oh! And the very stimulating conversation of Dave Le Good, who shared a lunch time chat with me, recollecting all things aviation, – just like the SAAB company, really.

No! This event certainly didn't go for a BURTON.

Story and pictures by Rod Leach.
Other pictures by Carolyn Leach,
the back seat driver on this occasion.

SAABS ON THE MARCH

Members from all points of the compass descended on the Hampton by Hilton Hotel in Newport South Wales, for the celebratory Saabs on the Marches driving tour.





The weather was fantastic, and on Friday lunch time Isabel and I drove all the way to the hotel with the top down, including the motorway and over the new Severn Bridge. It was nice to be able to look up at the massive supports holding the bridge without the hindrance of a roof.

We arrived at about 2pm, with Chris Redmond, my co-organiser, arriving not long after so as to be there in plenty of time to greet everyone in person as they checked in.

Erik Carlsson and his cousin, Brit-Marie arrived on the dot at 4.30pm, having been chauffeured down by Mike and Hilary Philpott in their 9-5. Seeing a new 9-5 arrive at the main entrance to the hotel really brought home what a superb car the new 9-5 is, and it looked right at home dropping off its very distinguished passengers!

Our evening meal was arranged for 7pm, to give people a chance to freshen up after their drive down and to get to know their fellow SOC Members on the tour. After our meal the rest of Friday evening was spent in the lounge getting to know one another and discussing tomorrow's tour.

Saturday dawned, and the sun was shining. I had already put the rally plates on at 6am to make sure we would all get away with out too much delay as we had a lot of miles to cover. After our delicious full English breakfast, we assembled the cars and occupants outside the front entrance for the obligatory photo call. It was a tough challenge to get all the cars crammed in the area right outside the main door, but we managed it somehow!

Two of our members were temporarily without a Saab for one reason or another, but we had come prepared, and again at 6am while fitting rally plates I set about creating two new Saab models for the weekend (who said men can't multi-task!) We all had a good laugh at the modifications and they did in fact look rather good, even if I say so myself.

Time was now pressing, so I called for everyone to 'Mount up and head for the hills!' which we all did, leaving the hotel in convoy.

The Hampton is a great base to start a driving tour, as you are very quickly out into the beautiful countryside where there is peace to just drive, and be free of traffic.

The first day of the tour was to take us high up into the Brecon Beacons, stopping for lunch at a canal side pub

The Hampton is a great base to start a driving tour, as you are very quickly out into the beautiful countryside...

that also had a beer garden, and as the sun was shining brightly most of the group took the opportunity to sit outside.

The Brecon Beacons offers some truly great driving roads, with stunning scenery, often used by Top Gear, and having now driven some of those roads I can see why. The views were breathtaking and the bends challenging, and in my opinion best experienced in a convertible to truly appreciate the experience.

Mid afternoon saw us reach the Brecon Beacons Visitor Centre, where we were lucky enough to catch a display of Scottish country dancing taking place on the green with the Welsh hills as the backdrop. How very ironic and entertaining!

After a welcome rest it was time to press on and start the return journey back to the hotel, on faster, but still wonderfully scenic roads. We were in fact one of the last cars back, arriving at around 6pm, with just enough time to freshen up before our evening meal again arranged for 7pm.

During the meal it was so nice to see everyone chatting with ease, as if we had known each other for years, when in fact most had only met for the first time 24hrs before. Once again, many of us sat well into the late evening chatting about the day's event amongst other things.

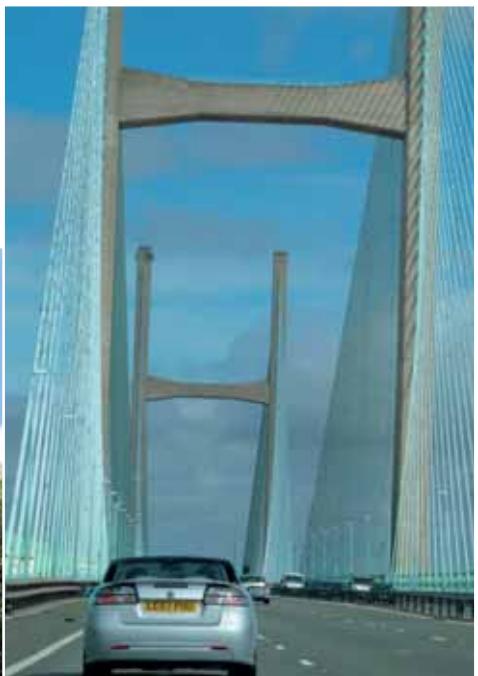
Sunday started off a little cloudy, so we decided to start the day with the top up, but within an hour the sun appeared and the top came down and we were once again enjoying another beautiful day.

We set course for the Wye valley and Symonds Yat, and were not disappointed with the stunning view of the river Wye that could be seen from the dedicated view point from above, and of course many photos had to be taken.

The final leg was to drive down the Wye Valley, finishing our weekend at Tintern Abbey for lunch, where the sun still continued to shine. After lunch it was time to say goodbye to friends both old and new, having had a truly fabulous SOC weekend.

I just want to finish by saying a big thank you to all those that took part, and to Chris for planning the route, and of course a special thanks to Erik Carlsson and Brit-Marie for joining us on what I hope will be the first of many summer weekend tours to come.

Alex Rankin





2013 INTERNATIONAL

International
Saab Clubs Meeting
Great Britain 2013
Celebrating 50 years of British Saab Clubs

Over 800 people came to Wicksteed Park to enjoy the 2013 International Meeting of Saab Clubs, over a fantastic August weekend. Visitors came from Russia, Latvia, Israel, Australia, Belgium, Sweden, Finland, Norway, France, Germany, Luxembourg, Italy, Spain, the Netherlands, Poland, Switzerland, Denmark and even Watford!

Watch out for a full report in the next edition of 'Driver', but the highlights included:

- The welcome supper with a specially brewed English Ale on tap
- Erik Carlsson and Peter Backstrom from the Saab Museum unveiling the Neo Brothers' 96-ss
- A huge parts sale on Saturday and Sunday
- Kite displays by the Flying Squad showing off seemingly impossible tricks
- 50 notable Saabs from 1952 to 2013 displayed and commented on by Peter Backstrom

- Fantastic celebration banquet with superb food, and great entertainment including an interview with Erik and his 1960 RAC Rally winning co-driver Stuart Turner, and our band, Backbeat
- Possibly the best selection of cars for the 'beauty contest' we have ever seen in the UK
- The closing ceremony including an interview with 1968 RAC Rally winner, Simo Lampinen, lots of fun, laughter, and many deserving award winners.

The organisers extend grateful thanks to our supporters: Saab Parts UK, MSA Autobodies, Neo Brothers, Carnetix, SOC Insurance, Dimini, the Sea Cadets, but not least all those who came to visit.

We hope everyone who came had a thoroughly great time and that many more of our Members will support future Internationals around Europe...next year's event is in Poland!

Alistair Philpott



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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 fiona@mpec.co.uk 01423 796262 for more.

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TWO-STROKE REGISTER

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Writing this column in early July with the International rapidly approaching, one of the last restoration jobs to be done to the 92b is the interior. To make the car as comfortable as possible – and to protect my troublesome back – I have fitted leather front seats from a 9-3 Convertible. The rear seats and interior trim have been refurbished in leather by Bernard Newbury Auto Interiors of Leigh-on-Sea, Essex (www.bernardnewbury.co.uk). Bernard is well known for custom interiors especially VWs. The photo shows the re-chromed rear bumper and the essential flashing indicators to augment the original semaphore indicators.

The following letter was received from Kirk Myers-Smith:

"Having married into a family of Saabists my wife has realised that 'if you can't beat 'em join 'em' and is now the proud owner of 'Signilda', a 1962 2-stroke 95. When we married almost 10 years ago we used my 96 V4 as our wedding car with the passenger seat removed to make it easy getting in and out. That was just the start of having to learn to become a Saabist.

"Having been lucky enough to have 'Stig', the Sonett III that I rebuilt with my father, passed on to us, my wife has learned that the 'kitchen really is the best place for rebuilding hydraulic systems'!

"Having attended her first SOC event at Wicksteed last year she fell in love with the 95. It has all the Saab quirky design and yet is a

'sensible family Wagon'. So we decided we would look for a sensible V4 in a few years. On the other hand I've ALWAYS fancied driving down lanes going ring-a-ding-a-ding....

"Then, while I was having Stig's gearbox rebuilt I came across a beautiful red 1962 95. Two birds with one stone. 'She will kill me if I buy myself a third Saab' I thought to myself. 'I know!!! Tell her it's an early anniversary present from me. She'll believe that, wont she?!?!?'

"So, here we are, with an Aero 95 wagon, Stig the Sonett and Signilda the very sensible family wagon. Kate and I are looking forward to driving Stig and Signilda to the International this year, though apparently I'm not allowed to race her!!"

Many thanks for that Kirk and I am sure the 95 will prove to be a very good purchase.

A new registration was received from Johan Denekamp from Salisbury. He owns a very interesting race prepared 1961 left hand drive 96 producing 60BHP. Photos and more information will appear later this year. Don't forget I would love to hear about any events you attend with your two-strokes and of course any restorations being carried out. Enjoy the blue smoke – safe two-stroke Saabing.

Peter



Evening all, me again, seems I've been allowed back! The rolling restoration of my V4 has somewhat slowed over the last couple of months as I have been busy with the opening of my new premises. That combined with the fact that the 96 has been behaving itself and not missing a beat (I wish the same could be said for my 9000), means that I've been focusing on the 'enthusiasm building' part of a rolling restoration and just driving it!

So this seems to be an ideal time to put together a quick 'how-to'.

As mentioned last time I have recovered the driver's seat so it matches the rest of the ageing interior. This was done at home in the kitchen, much to the displeasure of my good lady, with very basic tools. (Fig 1)

- First job is to remove the seat, very easy on the V4, all you have to do is slide it all the way forwards.
- Next is to remove the covers. This is best done with the seat warm so as to limit any cracking of the vinyl. For the back rest this means unzipping it at the bottom (Fig 2) and gently peeling it up over the seat foam. There is a good chance that the foam will have deteriorated and will be quite dusty. It's also worth giving the zip a little spray with WD-40 or similar as it's unlikely it will have moved for some time.
- Moving on to the seat base you need to remove the staples along the front edge (Fig 3) then the tensioning wire that runs around the back. (Fig 4) It's just hooked into holes in the seat frame on either side.
- On my seat the foam had collapsed and disintegrated so as I had a spare foam base, I cut out a section and trimmed the old base to accept the donor piece. (Fig 5) This was glued into place using a rubber solution glue as this is what holds the foam to the frame from the factory. Once you have made any repairs it's just a matter of refitting the covers, the reverse of removal, making sure that the vinyl is warm and supple as you

ease it over the foam. (Fig 6) A zip, spring wire and some staples later and you're ready to refit the seat.

Whether you want to change the covers or repair the foam, the basic process is the same. It's best done in the warmth of the house, if you can get away with it, as some of the staples can be tricky and the covers tend to 'stretch' better when warm.

So that's another thing crossed off the list. Just need to get the car in the workshop now for its repaint! I might get that done in time for the next instalment.

Go safe Go Swift Go SAAB.

Mark





Regular readers will know my 90 has suffered from an on-going problem with fuel starvation at low speed in right hand turns and over speed bumps when it gets hot. I tried heat wrapping the engine bay fuel pipes which improved things slightly but the problem was still there. Whilst checking the air filter recently it occurred to me to test the thermostatically controlled intake flap. This is designed to allow warm air to be drawn from around the exhaust manifold until the temperature of the air entering the carburettor reaches 23 degrees (on the H series engine) when it should start opening, so that by 37 degrees C it only allows cold air to enter. Testing the thermostat by warming it showed that the intake was stuck on hot air only. I checked a second hand unit but this wasn't working either.

I decided to modify the flap so I could control it manually, which was relatively straight forward, as the sensor controls the flap mechanically via a cable. I cut the thermostat from the end of the flap operating cable and attached the cable to a classic choke cable so it could reach the dashboard, routing it up the left hand inner wing and through a convenient blanking grommet. I had to stretch the flap closing spring to weaken it to make it easier to operate. The results were surprising. With cold air the mixture was noticeably lean, so I richened this slightly. Although this summer has given me few opportunities so far for high temperature testing, on the odd hot day we have had, even in heavy traffic, the problem has not returned. The car certainly runs better and it may be that the cold air keeps carb temps low enough to stop the problem. You just have to remember to reset to warm air when starting again from cold. All I need now is an aircraft style 'carb heat' label for the control!

Another recent job was changing the front suspension swivel joints. They had started knocking quite badly on one side. It is quite difficult to find the play in them, but by jacking the car up under the floor and levering the wheel up and down with a crowbar I could just feel movement in one joint. Once the suspension is removed the looseness of the joint is more obvious. I usually replace both anyway as they are still available from motor factors, made by First Line, part FBJ5138, or the Quinton Hazel part number is QSJ1004S. The job usually takes a couple of hours. Now that side is quiet I can hear the other side, which, checking my records, I replaced only about three years ago. I'm not sure if this shortened lifespan is due to a reduction of quality with pattern parts, or the fact that the suspension takes such a hammering with the combination of pot holes and speed humps provided by Bexley council!

No new registrations this time, but I had a phone call the other day to say that the white 90 I mentioned in April's 'Driver' is still for sale if anyone is interested.

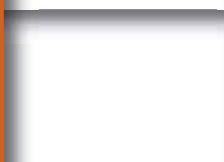
Talking of aircraft, I spotted (it was difficult to miss) this conversion at a recent show – a Citroen 6-wheeler towing the fuselage of a Piper Twin Comanche which had been modified into a 'caravan', with sleeping area in the rear, seating and table in the cockpit which retained a full set of instruments and a stove and basin in the forward luggage compartment. Now there's an idea for a Saab combination, but which aircraft to choose – Draken... too long, Safir... too small?

See you at Wicksteed!

Stuart

50 YEARS OF THE SOC LONDON

An informal dinner meeting of SOC members was held on 17 May 2013 at the actual venue of the inaugural meeting of the Club exactly 50 years earlier.



Attendees were

Alistair Philpott
Fiona Davidson
Peter Turner
Janet Turner
Frances Lynn
Anne
Laura
John Stratford
Stuart Payne
Val Payne
Will Cocks

Christine Cocks
Brian Hicks
Anya Hastwell
Geoff Chittenden
Barbara Chittenden
Etienne Morsa
Henri Fraiture
Os Reid
Alison Pisani
Mike Philpott
Hilary Philpott

During the dinner, Alistair Philpott thanked everyone for coming, provided a potted history of the Club and invited them all to share their experiences if they wished. John Stratford and Pete Turner both joined in the 60s and were able to regale us with some of their anecdotes from the early days of the Club. Anya Hastwell was at her very first SOC meeting. Mike Philpott shared some of his experiences and thoughts on the Club, why it is so successful and his hopes for the future. Etienne and Andre had come from Belgium to attend the dinner.

All correspondence to:

JOHN CROOK

57 Brett Green, Upper Layham, Ipswich, Suffolk IP7 5LX

Telephone: 01473 827557 E-mail johnthecrook@btinternet.com



BACK IN CIRCULATION

Being a sensible Saab owner I hibernated for the winter and decided to come out to read about three hundred emails that awaited me. The truth is that we had the deaths of two close relatives in the family and the serious illness of another. So stand by your 9000s and prepare for a load of old squat (a Suffolk term, look it up in a Suffolk dictionary).

When I bought the Aero the head gasket was leaking, as was the heater matrix. Abbotts got this sorted, but the coolant consumption was very poor. This was traced to a blocked radiator. Apparently the previous owner, in trying to cure the gasket problem, had poured copious quantities of radiator sealant into the cooling system without reading the instructions, hence clagging up the radiator. The car went back to Abbotts as it still leaked – the leak was found. The excess radiator sealant had expanded and blown out the core plug that is just above the exhaust manifold. The leak was only small and the resultant drip was evaporated by the manifold heat. The mechanics at Abbotts had not seen a failed core plug for more than ten years, so they replaced all three. Leaking/blown out core plugs used to be a common fault. When I collected the Aero there was no boost, so when I got home I checked all possible joints and plugs/sockets. Nothing seemed to be wrong, so back to Abbotts the next day. It turned out that the trip computer was interfering with the ECU and stopping the turbo from operating. Consulted the wiring diagram

and, yes, they are interconnected.

When Saab shared the design of the 9000 with the Fiat empire, Alfa Romeo called their version the 164. Alfa produced an interesting version known as the 164Q4. This was a four wheel drive job which is now very rare.

As some of you know Bea, my wife, is disabled and we use a caravan for our holidays. The Abbott modified CSE that we were using was perfectly capable (200+ bhp) of towing. Realising that we were using a modified 18 year old car as a tug we started thinking of a younger Saab. The death of Bea's father and his 'mentioning her in his will' hastened our thoughts somewhat! These thoughts turned into a three year old Land Rover Discovery 4. Mentioning the Alfa Romeo 164Q4 above has made me compare the 'Disco' with the 9000. After using the 'Disco' for a few winter weeks Bea remarked that it is an excellent replacement for the CSE. I tend to agree with her, I wonder what sort of car the 4WD that Saab were developing would have been. We live in a rural area where the roads are usually wet and/or muddy and can be icy, the only praise that I can give the 'Disco' is that it is nearly as good as the Aero in these conditions!

There are a few new registrations that I will go into in the next edition. Enjoy your Saab Scania 900. Just off to cure my sunburn.

John Crook

C900 REGISTER

All correspondence to:

ALEX RANKIN

14 Southwoods, Yeovil, Somerset, BA20 2QG

E-mail: therankins565@btinternet.com



Hello everyone, welcome to the C900 page of our summer 'Driver'. I have been back from my mini-break in Sweden for a little while now, but am still enjoying the wonderful memories of great Saab friends and great Saab cars that were present at the Saab festival. The weather was definitely on our side, as the sun shone brightly for the greater part of the festival. C900s were everywhere, and my camera never seemed to stop clicking!

I was very impressed by the quality of the 'gull wing' conversion that you can see in my photos. I also came across a left hand drive Ruby special edition, which really took me by surprise, as I have always believed that this model was only available in the UK and therefore right hand drive.

The C900s in the museum were of course out of this world, and nicely displayed as you can see from my pictures.

The spare parts event was excellent. I picked up a new unused steering wheel for my early 8V turbo for an incredible price of £25, along with two new old stock rear brake callipers for £15 each; real bargains in my book!

The auto jumble on the last day was massive, although I felt some of the prices a little expensive when compared to the museum and

eBay prices. That said, the selection of spares available was incredible and I had such good fun wandering around looking for that 'hard to obtain' part.

Anyway, enough of my travels, one of our very active and dedicated C900 owners Nick Thursfield has sent me some photos showing how his convertible is 'shaping up' as he puts it. I think it looks superb and the colour really suits the convertible well. Judging from the photos, the young members of Nick's family have also caught the C900 bug!

You will see from the registrations this month that Joe Stevens has registered a very rare car. Joe has a 900i Aero. Very few of these non-turbo Aeros were produced, and all are late model cars. I guess these cars form another part of the 'run out system' that Saab, along with other manufacturers, carry out when a new model is about to be introduced onto the market.

That's all for now folks! Enjoy the pictures of the lovely cars you see here that are a credit to Saab and the owners that love and cherish them.

Alex

Harvey Marston (member number 017224d-9) writes to register his Ruby convertible;

"Hi Alex, you may recall I wrote to you asking advice on buying a classic 900 late summer. Well I took the plunge and now own L36RMX (soon to be J 900 HGM or Jannie for short!)

"The car was registered very late in early 1994 and so is a very late produced car. The car is Ruby red, but has the full Aero body kit. The interior leather is what I would term Buffalo colour, not a tan – maybe you know the name? There is also a wooden dashboard, fully spec'd except cruise and heated seats (although electric). With the exception of the clock all the electrics work bar a few bulbs in the heater controls (this will be done in the spring).

"When I viewed the car it had a rusty front driver's wing and the varnish had started to come away from the bonnet. Looking past the 'elephant in the room' the rest of the car seemed fine and had a reasonably comprehensive service history and the gaps were filled in by a print out from the specialist in Oxford who had done the work. In the past the catalyst had been changed and the car had recently received new rear brake discs and pads and a full MOT.

"Because I bought the car from a chap who owns a garage I agreed to buy the car and negotiated a price to carry out a wing replacement and a re-spray to the bonnet, wing and the front bumper. This was done and with some Auto Glym paint restorer and elbow grease the rest of the bodywork has matched in well with the newly painted wing and bonnet.

"Since then I have taken the car to CJ Services in Peppard, Oxfordshire, where Clive (Saab engineer all his life) crawled over the car. As a result the front engine mount and the replacement of the non standard springs has been done and this has transformed the car's handling. In general, I have a good car that has been well maintained and I will enjoy it for the next couple of summers, making sure the mechanicals are top notch.

"I have just replaced the standard speakers with some high quality two way speakers to improve the sound. I don't intend to



veer away from the standard spec and plan over the next two to three years to carry out a full bare metal re-spray in Ruby and a total re-trim of the interior.

"I remember when I was at University in London during the late 80s and early 90s, it was slap bang at the tail end of the yuppie era. In the city you saw many people driving BMW 3 Series but also quite frequently 900 turbos, both convertibles and coupes, that always looked cool and I fell in love with the design. I am so very glad that I have a good example that I plan to cherish and restore (but also to drive)."



New Registrations

Name	Area	Membership No.	Registration	Model/Details
Nicolas Gough	Preston, Lancashire	021331-12	E224 NUW	900 T16 convertible, Silver, 134,000 miles, Date of first registration 14/06/1988, acquired car on 27/03/2012
Roy Hoddy	Chelmsford, Essex	019802-3	J816 PJF	900i convertible, Red, 135000 miles, Date of first registration 01/08/1991, acquired car on 15/02/2013
Joe Stevens	Worley, West Midlands	021388-3	L161 PKV	900i Aero 3 door, Red, 157000 miles, Date of first registration 27/08/1993, acquired car on 02/02/2008

9-3 REGISTER

All correspondence to: LAUREN CROOK
28 Beech Ave, New Mills, High Peak, Derbyshire, SK22 4HU
Telephone: 07876 024293
E-mail: lauren.crook.lc@googlemail.com



HI, MY NAME'S LAUREN, I'M TWENTY ONE AND I'M A SAABAHOLIC

I'm a fairly new Saab driver. I've had my 'Jess', a 1998 Saab 9-3 S 2.0i convertible for just over twelve months now and I can't imagine being without her. I've been working at Saabtec for about three years now and I love my job. I get to see and work on all models of Saabs from Sonnets and 99 Turbos to 9-3 XWDs and brand new 9-5s, but when Richard took Jess in part-ex for another vehicle I knew my heart was set on her... I've been skint ever since.

My family have now followed suit, however they have gone for the more economical options of a 9-3 03 2.2TiD and a 9-3 57 1.9TiD Convertible. Round the dinner table of an evening, normal families discuss events of the day, we find ourselves discussing how our cars have performed. They're all characters; however, call me biased, but I still think mine is the best. You turn the key, take it out of reverse while the SID unit does its usual thing of bleeping at you first thing in the morning, unhook the roof from the windscreen and flip the switch, we're now topless.

Turn the key and wake up to what sounds like 120 Shetland ponies instead 120 thoroughbreds and we're off down the road. I do admit it's not the most stable of vehicles round sharp bends, you hit a pothole and you wobble for at least a mile down the road. It's like a Rowntrees jelly, but you drive it, unlike some of the newer vehicles that can pretty much navigate themselves.

Like all cars, they have their faults, including mine. Before I bought the vehicle it had had the bulkhead welded. As you are probably aware, it's a common fault with GM900s and 98>03 9-3s, but I have yet to fit a steering rack brace kit which is supposed to improve handling and torque steering. To be honest, mine wasn't the quickest car Saab ever made so I doubt it will have a major effect. She also leaks oil from the back of the head which I have now chosen to live with as it doesn't leak a large amount, it just looks worse than it is, but I suppose at 15 years of age she's allowed some quirks.

I've also recently bought a wind deflector from Mike Dougherty, but I have yet to make use of it as I need to purchase and fit a kit to use it. This worries me slightly – knowing me I will start drilling what

I think are level holes only to find after I've fitted it that it's completely wonky. If anyone out there has ever fitted one of these kits, please for the sake of Jess, give me some tips.

I've also fitted a stainless exhaust and 17" wheels. Andy Williams asked if the tyres 225/45/R17 caught the wheel arch liners at the front and I said no... I was wrong! After fitting the new set of tyres they started to catch, next time I'll fit 215s.

I like the stainless exhaust, it should be longer lasting than a standard one even though it's second hand. However, instead of being slow and quiet, you can now hear me long before you see me, and some say that's a true description of myself.

The one other thing I wish she had was parking sensors, being a typical woman I can't park!

Being short doesn't help either as I can't see over the bonnet very well, I sometimes wonder what people driving towards me must think that there's a child behind the steering wheel.

I'm looking forward to this year's International at Wicksteed Park. I went to the National there last year and it was a great weekend, but I'm sure this year will be even better with cars and people from all over the world.

I don't look forward to the cleaning preparation of my car, which seems to take forever when you know there's going to be people walking round the line up. I spend a lot of time cleaning beige leather seats which I've managed to get engrained with oil, wiping the steering wheel along with the driver's side kick panel under the dash that is also beige whilst trying to get the dirty marks off where my knees catch, a downside of being a short mechanic.

All this said, I love my car and I don't plan on changing her and to be honest I love them all. This whole article is the fault of a certain Mr Richard Elliott for getting me into Saabs; they certainly get under your skin. I don't have the knowledge like Richard, but I certainly have the enthusiasm. Once you've had a Saab I don't think you'll ever go back.

Lauren Crook

9-3SS REGISTER

All correspondence to: SIMON PARKER
2 Scholars Avenue, Huntingdon, Cambridgeshire PE29 6GP
Telephone: 07960 598447
E-mail: 93ss.registrar@gmail.com



Hello everyone, I hope that you have all had a good summer. I must apologise because I have just not found the time to do the register this issue. I have had a very busy couple of months. However, please be certain that I will add all the register entries that you have sent me next time.

I did make it to the Swedish day back in May. There was a superb turnout and the weather was fine. Unfortunately, I was suffering from a bad back and so only stayed for a few hours. Still, I did manage

to photo all of the 9-3s in attendance and have produced this collage for you.

I will be attending the International meeting at Wicksteed Park in August and I hope to see many of you there.

I am sorry for the short entry but will endeavour to include all registers and a good write up next issue. Until then, I'll leave you with another of Duncan Simpson's great photos of his 9-3 Aero.

Take care and safe Saabing.

Simon



SAAB AUTHORISED SERVICE CENTRES



BEDFORDSHIRE				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts & labour				

BUCKINGHAMSHIRE				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts & labour (not in conjunction with any other offer)				

CAMbridgeshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes
DISCOUNT TO SOC MEMBERS				
Discount negotiable				

CAMbridgeshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts, 20% on labour (not in conjunction with any other offer)				

DERBYSHIRE				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Discount negotiable on sales & bodyshop, 15% on servicing & parts				

ESSEX				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Discount negotiable				

Gloucestershire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts & labour				

GReat London				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Discount negotiable				

GReat London				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Saab Service Club discounts available				

Hampshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Stock order items only 15%				

Hertfordshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts & labour				

Hertfordshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes
DISCOUNT TO SOC MEMBERS				
15%				

Kent				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
Discount negotiable				

Lancashire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no
DISCOUNT TO SOC MEMBERS				
Discount negotiable				

Lincolnshire				
SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes
DISCOUNT TO SOC MEMBERS				
10% on parts & labour				

MERSEYSIDE

SOUTHPORT
CHAPEL HOUSE SAAB
609 Liverpool Road, Ainsdale,
Southport, PR8 3NG.
T: 01704 574 126
W: chapelhousesaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES no

DISCOUNT TO SOC MEMBERS

10% on parts & labour

OXFORDSHIRE

OXFORD
OXFORD SAAB
171 Cumnor Hill,
Oxford, OX2 9PL.
T: 01865 863 221
W: oxfordsaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

Saab Service Club discounts available

SCOTLAND

STRATHCLYDE, AYR
PARK'S SAAB
90 Doonfoot Road, Ayr,
Strathclyde, KA7 4DP.
T: 01292 445540
W: parkssaab.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour

NORFOLK

NORWICH
THURLOW NUNN
591 Hall Road, Norwich, NR4 6DG
T: 01603 203040
W: thurlownunnсаab.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES Vauxhall only

DISCOUNT TO SOC MEMBERS

10%

NORTHAMPTONSHIRE

NORTHAMPTON
WESTAWAY MOTORS
Broughton Green Road,
Moulton Park, NN2 7AH
T: 01604 494 121
W: westawaysaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

Discount negotiable

SCOTLAND (CENTRAL)

GLASGOW
SCHONEVILLE SAAB
1 Kilbirnie Place,
Tradeston Industrial Estate, Glasgow, G5 8QR.
T: 0141 429 5833
W: schonevillesaab.com

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES no

DISCOUNT TO SOC MEMBERS

10% on parts & labour

SCOTLAND (CENTRAL)

GLASGOW
WESTERN SAAB GLASGOW
100 West Street,
Glasgow, G5 8AW.
T: 0141 429 7222
W: westernsaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% parts & labour, 10% parts & accessories (whether fitted by garage or not)

SCOTLAND

STRATHCLYDE, AYR
PARK'S SAAB
90 Doonfoot Road, Ayr,
Strathclyde, KA7 4DP.
T: 01292 445540
W: parkssaab.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour

SHROPSHIRE

TELFORD
GREENHOUS TELFORD
Trench Lock, Hadley,
Telford, TF1 5SU
T: 01952 265 400
W: greenhous.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

£199 fixed price service

SHROPSHIRE

SHREWSBURY
WESTBURY
Featherbed Lane,
Shrewsbury, SY1 4NU.
T: 01743 441 445
W: westburysaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

Discount negotiable, 40% off MOT, Servicing from £99 + VAT

SOMERSET

YEOVIL
ASTLEY SAAB
12 Oxford Road, Pen Mill Trading Estate,
Yeovil, BA21 5HR.
T: 01935 426 701
W: astleysaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

Saab Service Club discounts available

SOMERSET

TAUNTON
ROWCLIFFES SAAB
78-88 East Reach,
Taunton, TA1 3HF
T: 01823 250 430
W: rowcliffessaab.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES no

DISCOUNT TO SOC MEMBERS

25%

STAFFORDSHIRE

STOKE-ON-TRENT
HOLDCROFT SAAB
Leek Road, Hanley,
Stoke-on-Trent, ST1 6AT.
T: 01782 274 504
W: holdcroftsaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

20% on parts, 30% on labour & 15% on parts only purchases

SUFFOLK

BURY ST EDMUNDS
CECIL & LARTER
Wentworth House,
Bury St Edmunds, IP32 6EN.
T: 01284 778 896
W: cecilandlartersaab.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES no

DISCOUNT TO SOC MEMBERS

10% on parts & labour

SURREY

LEATHERHEAD
BELL & COLVILL (Horsley) LTD.
Epsom Road, West Horsley,
Leatherhead, KT24 6DG
T: 01483 281 000
W: bellandcolvill.com

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% off parts & accessories & up to 40% off labour

SUSSEX

CHICHESTER
LEWIS SAAB
Ronic House, Main Portsmouth Road (A259),
Bosham, Chichester, PO18 8PN
T: 01243 574 141
W: lewissaab.com

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

Stock order items only 15%

SUSSEX

CRAWLEY
TURNERS HILL GARAGE
Turners Hill, Crawley,
West Sussex, RH10 4NP.
T: 01342 716 322
W: turnershillaab.com

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour

TEESIDE

THORNABY-ON-TEES
ALEXANDERS SAAB TEESIDE
Teesdale,
Thornaby-on-Tees, TS17 6BB
T: 01642 679 781
W: alexanderssaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour to Saab Service Club members

WEST MIDLANDS

COVENTRY
JOHNSONS CARS
443 Fletchampstead Highway,
Coventry, CV4 9BY.
T: 024 7671 7800
W: johnsonscars.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES no

DISCOUNT TO SOC MEMBERS

WEST MIDLANDS

SUTTON COLDFIELD
JOHNSONS CARS
8 Kings Road, New Oscott,
Sutton Coldfield, B73 5AF.
T: 0121 355 6060
W: johnsonscars.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES no

DISCOUNT TO SOC MEMBERS

10% on parts & labour

WILTSHIRE

CHIPPENHAM
PLATINUM SAAB
London Road, Pewsham,
Chippingham, SN15 3RR.
T: 01249 655 871
W: platinumsaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES no

DISCOUNT TO SOC MEMBERS

10% on parts & labour

WILTSHIRE

SWINDON
SKURRAY'S SAAB
Langley Road, Hillmead,
West Swindon, SN5 5QJ.
T: 01793 883 600
W: skurrays.co.uk

SERVICING yes PARTS yes BODYSHOP no MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour

YORKSHIRE

YORK
ALEXANDERS SAAB, YORK
Great North Way, York Business Park,
Nether Poppleton, York, Y026 6RB
T: 01904 520 300
W: alexanderssaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour to Saab Service Club members

YORKSHIRE

HULL
HUMBERSIDE SAAB
Priory Way,
Hull, HU4 7DY.
T: 01482 351129
W: humbersidesaab.co.uk

SERVICING yes PARTS yes BODYSHOP yes MOT yes SALES yes

DISCOUNT TO SOC MEMBERS

10% on parts & labour

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Please contact Kay Scott

TEL: 01943 461679 OR EMAIL:
kjsadvertising@btinternet.com

MOTORSPORT

PIRELLI RICHARD BURNS FOUNDATION RALLY 2013





With the cancellation of the North Wales Stages, we were keen to get our Historic rally season under way, so made the decision to travel north for the Pirelli Rally at the beginning of May. As we live on the south coast and the rally is based in Carlisle, this was going to be quite a trek!

Saab V4 experts Richard Simpson and John (Woody) Wood had kindly agreed to be our service crew so we travelled via Yorkshire to pick them up on the way and arrived at Carlisle Racecourse in good time for our scrutineering spot on Friday afternoon. Fortunately the racecourse caterers were not operating at the time so a local bakery provided our late lunch for less than the cost of a round of drinks at the racecourse!

With a later than usual start in Carlisle city centre on Saturday, we felt able to have a pleasant Italian meal on Friday evening at a restaurant that we have 'tested' after the RAC Rally in the past.

Being a bit out of practice and never having driven the Kielder stages before, we set off nervously on Saturday into the forests.

True to form, the first Pundershaw stage was fast, slippery and a bit rough in places. By the second and third stages of the loop, I was feeling a bit more confident, the memory of how to drive the Saab coming back a bit! We saw one of our class rivals go out on SS1 and another on his roof in SS3, and the marshals were very amused by Debby's comments about 'badly parked Escorts'!

The event's problems began on the run back to Carlisle for service! A big accident on the A69 completely blocking the road and, as 'Tail End Charlies' of the Historic field, we were blocked on the route around the problem which everyone else was able to get through! Fortunately we managed to contact the organisers through Rich, and they sensibly opted to route us straight to SS4 instead of our struggling back to service and delaying the whole event. Having topped up with fuel at the Shell station on 'our side' of the blockage, we were confident that the Saab could do the second run through the three stages without service or the fresh tyres that the Escorts need!

The second run through felt much better as our confidence was coming back, although the times did not show it as the stages were probably more cut up! We did lose the internal structure from inside the rear right wing, complete with mud flap and this allowed the exhaust to come loose. This was partly a result of reversing over the mud flap whilst turning round in a narrow lane in our struggles to get back to service, but the final failure must have been quite late in the day or we would have lost most of the exhaust!

Another of the Pinto powered Escorts in our class blew its head gasket just before the last stage, promoting us to second in class, somewhat by default, but we were very cheerful just to get to the finish! We were also really hungry and Rich and Woody had kept our lunchtime pies for us but by 18.30 they were not really very warm!

After the finish there was a free BBQ and a chat show in aid of the Richard Burns Foundation and it was a shame that more of the Historic competitors did not stay behind. The chat show featured Robert Reid (Burns' co-driver), Colin McMaster (McKlein photographer), Dave Lapworth (Prodrive) and Matthew Corby (Pirelli) and there was a massive raffle, but sadly we did not win any of the super prizes!

The organisation of the rally was superb and the stages quite an experience, but it is a long way from home! Our trusty tow/service Shogun did almost 1000 miles in the weekend and when you add that to the 200 miles of the rally, I seem to have been driving forever!

Hugh & Debby Myers
Saab 96 V4 – Car 34

MOTORSPORT



SEVERN VALLEY RALLY 2013



The Severn Valley is one of the best events on the Historic calendar but strangely still struggles for entries, probably not helped this year by the rift in Historic rallying.

However, with 2013 being the 40th running of the event, the organisers were determined to run the event and about 90 competitors enjoyed a well organised rally on some of the best Welsh stages in the Crychan and Cefn forests.

After re-arranging the gearbox internals on last year's Severn Valley we were hoping for a better run this year! We were joined by Nick Pinkett and Rich Simpson, determined to run Nick's bullnose 96 Two-Stroke, and Saab 96 V4 guru John 'Woody' Wood was there to service for both cars.

With both cars sailing through scrutineering (we always worry about the noise test!), and once Rich and Nick had done some fine tuning of the Two-Stroke's carburettor jets, we enjoyed a good pub dinner, joined by Debby's other favourite driver, Gwilym Roberts and his Lotus Cortina team.

Typical of this year, the day of the rally dawned grey and drizzly, despite it being mid June! Of course, we all hoped this would keep down the dust, which can be a problem on this event, but it also made things a bit slippery, as a number of crews found to their cost!

There were three stages in each of the two loops, two in Crychan and the last stage of each loop Cefn Llwyd. The stages were in good condition as the earlier Red Kite Stages had been cancelled, although some forestry work had damaged the surface in places and the damp weather produced some very slippery sections.

At the back of the Category 2 and 3 groups of cars, we were pleased to be with an Avenger and a TR7 V8 so the three of us made a welcome change from the stream of Escorts! Category 1 for cars older than 1968 has much more variety of models, with Porsches, Volvos, Cortinas and Imps being the most popular.

Six weeks after the Pirelli, Hugh was pleased to find that he hadn't completely forgotten how to drive the Saab and we were pretty much straight into our stride for a change!

SS1 claimed a couple of the Category 1 cars from the HRCR 'Old Stager' Challenge but from then on it seemed as though every time the notes read something like 'slippy, deceptive...



ditch on outside' there was an Escort in that ditch!

This time we made it to the mid event service (we didn't get there on the Pirelli, due to a RTA in the way!) and Woody gave us a check over. The oil pressure light had been coming on at tick over when the engine got hot, but it is set to 20psi and all appeared to be well!

A glance at the stage times showed that we were off the pace of the Pinto engine Escorts in our class but two of them were out already! Also we were matching the times of the TR7 V8 which cheered Hugh up no end!

The second loop of stages also went OK for us although it was now a bit more slippery in places thanks to the rain showers. There were more 'slippy, deceptive... ditch on outside' places with badly parked Escorts and, on the final stage, Steve Perez's Lancia Statos only just visible from the track! We also heard that the TR7, now running behind us, had also gone off in SS5.

The road sections to and from the second loop of stages had been re-routed and the amended target times caught out a couple of unwary co-drivers, one of whom should have known better as they were leading the Championship going into the event!!

At least Debby was on the ball and we cheerfully arrived back in Builth Wells having had a lot of fun and kept the car in one piece with all gears in place this time! Another second in class was our reward for avoiding all those ditches, whilst Nick and Rich also got the Two-Stroke round in good order.

Hugh & Debby Myers, Saab 96 V4



TIME IS FLYING

It only seems a short time since I wrote my last piece for the 'Driver'. Apologies for the lack of captions on the 'Forgotten Flying Finn' article in the last driver, you should find some captions and thumbnails in this issue.

Well what has happened in my Saab world... I spent an enjoyable weekend in Carlisle with John 'Woody' Wood servicing for my old car with the Myers at the wheel. We didn't get chance to do much servicing as a road traffic accident cut our car off from service and they had to do the whole event without us. I like to think that we did manage to convince the organisers to let our car skip service and carry on without a penalty, netting some useful second in class points.

I also spent a not so enjoyable day in the garage painting the whole inside of the 99T in two pack primer. I will not say how I painted this, but I suggest you get the proper air fed mask or pre-arrange the ambulance! Anyway the whole car is now painted in primer and I am hoping to finish off cleaning up the front lower suspension and getting it back on its wheels before painting the inside in white and the outside in 99T black (what else).

Last weekend I agreed, (or was it that Nick just entered me and told me later)

to be Nick Pinkett's co-driver in the Severn Valley Rally. We used Nick's Bullnose, but with a fast road single carb engine with a twist. The twist being an Ekholt carb off a 900cc Wartburg mounted on an adaptor plate. The engine has a lightened flywheel and light Cutler two ringed pistons, along with a higher compression ratio and Group 1 exhaust porting. We think the power must be around the 50-60 bhp mark. The carb gave a good bit of extra power over the single carb and the std jetting was not too far out. We decided to richen the jetting up to be safe on our first rally with the motor. The adaptor was based on the SAH V4 adaptor, which could be made to fit with some slotting of the two manifold mounting holes. This is a far cheaper way to get a twin carb on the single carb stroker. Since the Wartburg carb is a Weber copy, I cannot see any reason why you couldn't use a weber once the correct jetting and emulsion tubes are found. You also get a pump jet which

seems to help keep the EGT gas temperature under control. I finally passed on the triple carb engine that featured a few 'Drivers' ago to Nick. Fingers crossed it won't be too peaky.

Saab 96 V4 rally tip

Three for the price of one. Rather than invert the pawl to get a fly-off handbrake I always use a small hole drilled under the pawl when in its up position and an 'R' clip. This is a solid fail-safe way of getting a fly-off handbrake that cannot get stuck on. Also, you will need to use a stop on the handbrake bracket to stop the lever going out of reach once strapped in (a bolt or shaped piece of metal will do).

And the third, replace that clip behind the accelerator pedal with a bolt and lock nut before the pedal drops off during an event and you hit a bridge in front of all your friends on your local stage. (I cannot think who that happened to.)

Rich



A LIFELONG AMBITION

A lifelong ambition of mine has been to compete in a motorsport event. Well the opportunity came with the help of Malbrad Saab Specialists, who agreed to bring the 'old girl' out of retirement, a Saab 900 classic 1998cc 8 valve which they built back in 1997. Steve from Malbrad built the car for himself to rally, which he did and had years of great fun with.

In December last year, after a few beers in the local, the conversation began as to how I would love the chance to go rallying. The upshot was that Steve agreed he would have the car up to scratch by our first event, The Lee Holland Memorial stages in Anglesey. My kind of shopping was in the offing, to the Autosport Show we went, for new seats and belts and all race ware. My dream was about to become reality!

The week before the event the nerves were really kicking in but the car was looking better every day. The boys at Malbrad had been working on the car for weeks on and off, with all brakes, suspension and other mechanicals overhauled, new fire extinguisher pipes and cables, battery box and cables, new kill switches and other electrics, but the best addition to me was the two foot hydraulic hand brake.

We arrived at Anglesey on the Saturday allowing myself and my co-driver Richard Simpson to sit down and discuss the layout of the stages. Well it seemed a good idea at the time, but after a few beers we thought it might be better to wait until the morning.

At 7am we all arrived at a very wet Anglesey Circuit. With the Malbrad boys busy checking the car over, Richard and I went to sign on and then take the 'old girl' to scrutineering. Once passed, I went for a pit walk looking at the competition. With all the mighty Escorts, I knew we would have our work cut out with our 1998cc 8 valve engine.

Sat at the start, all the pre-race nerves disappeared. The time had come, waiting for the green light, so many thoughts ran though my head: will I stall on the start, will I spin off on the first corner? Too late to think of anything as Richard counts down, 5-4-3-2-1 go and we're off. Nice and steady round the first few corners as it was wet and still raining, the car handled well in the wet, while the mighty Escorts were slip sliding away. We had a couple of slides at the top of the circuit but just kept the power down and facing the right direction. Two bends to the finish, my

very calm co-driver, Richard said, "hairpin left, caution barriers, then hairpin right over finish, let's try the hand brake." He didn't need to ask twice, I pulled the hand brake and round we went and over the line, finishing in a very respectable time of 07.28. Then back to the crew for tyres checking and to refuel.

Stage 2 (same track as 1)

I now feel more confident with myself and the car even though the weather conditions have worsened. We completed this stage without any hiccups and with a time of 7.02. After stage 2, four cars had already retired but the 'old girl' was still going strong. During the rest of the day we were improving on our times on every stage.

Stage 8 (final stage)

After having a great day's racing, all I had to do was to finish this stage and fulfil my lifelong ambition, which I did, holding nothing back and giving my all, pushing the 'old girl' hard we had an amazing last stage to complement the whole event.

As the rain kept falling, we lapped up the near perfect conditions for the front wheel drive car against the mighty rear wheel cars, creating a great day which would not have been possible without the superb building of a wonderful car by the Malbrad boys.

Final results

18th overall out of 47
6th in class out 15

I would like to give a big thank you to Malbrad, the awesomely calm Richard Simpson, my sponsor Alumasc Facades and all who came to support us on our first event. Roll on Cadwell Park!

Tyrone Lawton

The Forgotten FLYING FINN

Last issue, we featured a very interesting and informative article from Klaus Bremer about his rallying career and that of his cousin, the 'Flying Finn', Carl-Otto Bremer. Unfortunately, the captions for the photographs were omitted, so we have reproduced the pictures together with their accompanying captions – Editor



From the motor cycle World Championships race at Hedemora Grand Prix 1959 showing Rauno Aaltonen, who scored the first WC points ever won by a Finnish motor cycle racer, talking to young Simo Lampinen sitting in his wheel chair. Hardly could Rauno imagine, that only two years later, 1961, Simo would start in his first rally and two years later this polio patient would be faster than him on gravel. Simo's father Raine Lampinen is one of Finnish motor cycle racing legends.



Klaus Bremer ice racing his V4



Klaus Bremer in his 900T



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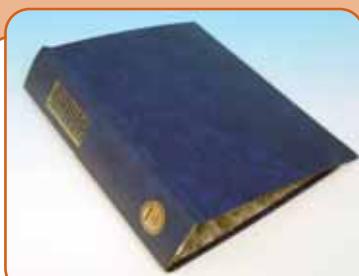
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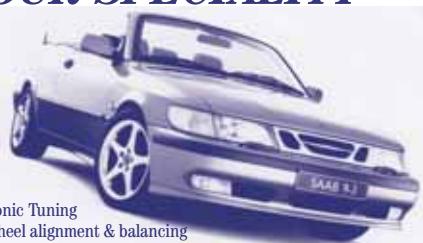
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