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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

INTERNATIONAL COVERAGE

SOC FINANCIAL STATEMENTS

LAKELAND GATHERING

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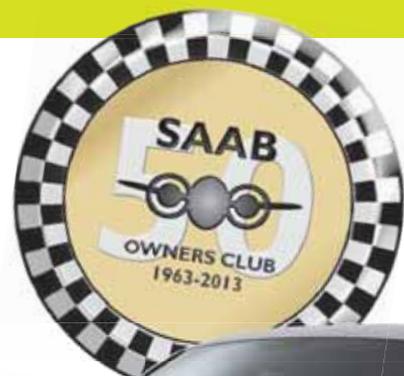
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FRONT COVER:

Winner of the Customised Car class of the Beauty Contest winner at the 2013 International. Please state your Membership Number on all correspondence

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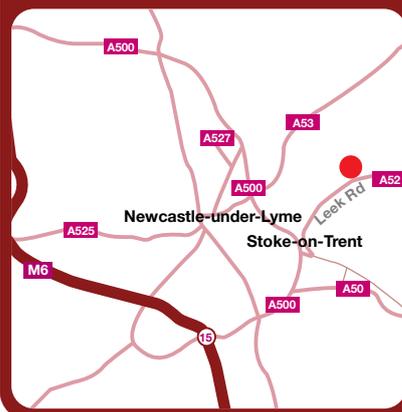
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ANNUAL GENERAL MEETING

The Annual General Meeting Of The Saab Owners Club will be held on Saturday, 26th October 2013 at 12.00 noon in the premises of Holdcroft Saab, Leek Rd, Stoke-on-Trent, Staffordshire ST1 6AT

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Derek Best – Company Secretary



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Please quote your Membership Number on ALL correspondence

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E-mail: editor@saabclub.co.uk

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

Dec/Jan 2014: 25 October 2013
Feb/Mar 2014: 27 December 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:

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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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STEERING WHEEL



The International Meeting of Saabs at Wicksteed Park was a brilliant success, the weekend weather was warm and sunny apart from Sunday afternoon showers. The organisers of the event The SOC, The Saab Enthusiast and UK Saabs must be congratulated. Also our thanks must go to all the sponsors who supported the event.

The show highlights had to be the entertaining talk at the Saturday evening celebration meal between Erik Carlsson and Peter Backstrom which conjured up memories of the past exploits of our president. Whilst on the event field the Neo Bros 96SS in the flesh and the line up of 50 Saab models that was accompanied by a commentary by Peter Backstrom from the Saab Museum in Trollhättan.

The Footman James Manchester Classic Car Show took place on the 21st and 22nd of September at Event City adjacent to the Trafford Shopping Centre in Manchester. With an incredible array of classic cars plus trade stands, restoration specialists, autojumble, special guests, live workshop demonstrations, concours competition and live action, this show offered classic motoring enthusiasts a great day out.

The show provides the National and Regional classic motoring community with a wonderful and fitting early autumn showcase, in one of the very best new indoor exhibition and events spaces in the UK. Amongst the six cars on the stand was Chris Boffey's 95 Estate which is featured in the latest Issue of Classics monthly magazine. (Report on the show in the next 'Driver'.)



Manchester Classic Car Show



The AGM takes place on Saturday 26th October at Holdcroft Saab in Hanley, Stoke-on-Trent and we would like to see as many members as possible to join us.

The Classic Car Show at the NEC takes place on 15th-17th November and as always the SOC will have a stand. (Report in the next 'Driver'.)

A recent visit to Holdcroft Saab rekindled memories of Saab dealers in the past, there were more than 20 Saabs for sale on the forecourt, including one of the last 9-5 models.

News from Trollhättan. At 13:22 Central European Time on 19th September the first pre-production car of the NEVS chapter in the Saab history book left the production line.

At an internal event hosted by the NEVS management some specially invited guests gathered at the end of the production-line and witnessed this historic event.

A silver coloured Saab 9-3 saloon had its engine started and systems tested before it left the final station of the production line and was rolled off with admiration by the spectators. A lot of people had gathered in the final assembly building and everyone felt that the Saab-spirit truly was alive.

(See Saabsunited website for more details.)

Hopefully the recession of the past years is slowly coming to an end, and as I stated in the last 'Driver', I appeal to you all to recruit new members to the club by placing your splat cards under the windscreen wipers of Saabs that don't display a Club sticker.

To conclude, I must thank all my fellow directors, registrars and other club officials and all the many other volunteers and members who have given their time and effort to make the SOC a success, as without them it simply would not happen.

DaveG

OBITUARY

Squadron Leader Hugh Richards Butcher RAF

It is with great sadness that I have to inform Members that Squadron Leader Hugh Richards Butcher RAF retired died on 1st June 2013 following emergency cardiac surgery.

He was a Saab enthusiast having owned 13 Saabs since 1969. Whilst in the Metropolitan Police, he and a colleague drove a 96 Two-stroke 913 FOO along the London to Sydney Marathon route as far as Tehran where floods prevented them reaching their goal, to visit me in Kuwait. They flew the last leg

but picked up the car and made a successful return journey experiencing only minor problems, and having covered 10,000 in a month.

As a final retirement gift in 2003, Richard bought a 1973 96 V4 - JHJ 460L which he drove regularly and showed yearly at Little Gransden Air Show and which is now sitting in the garage waiting for a new owner.

Patricia Butcher

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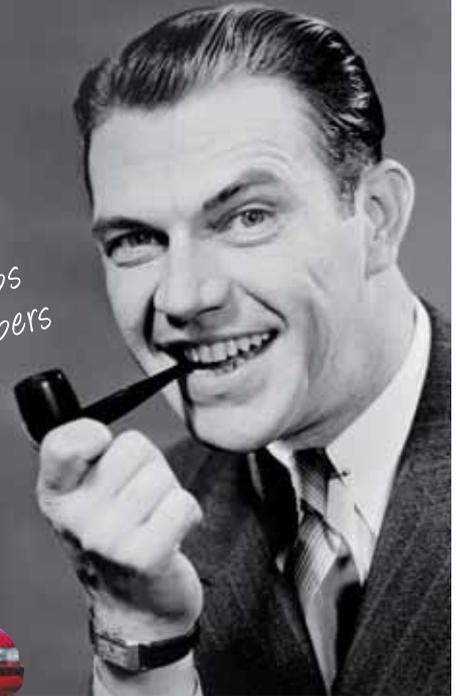


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THE SEVENTEENTH LAKELAND GATHERING... **OR SO WE THOUGHT!**

During a quiet spell at this year's Gathering I was looking through the 50 Saabing Years publication. The centre pages take a look back at National Weekends and list 1995 as the Lakeland Rally so that means that this year was the NINETEENTH!



So here is a brief look back over the years.

In 1995 the Cumbria Branch of the Saab Owners Club was asked if it would host a Saab National. The result was a very successful weekend held at the Keswick Rugby Club. This also became the first Lakeland Gathering so this year was the NINETEENTH and not the Seventeenth Gathering. We regularly met at Keswick, which was a popular setting, with a campsite very close to all the town's amenities. Following the floods of 2005, we continued to meet there, although the Clubhouse was only able to provide minimal facilities. However in 2008 we moved to Cockermouth, following a change in the rules forbidding dogs on the Keswick site. We adopted Cookie at one of the Gatherings, and several others regularly brought animals – including a sparrow. We were delighted that we retained a loyal group of supporters and lovers of the Lakes – everyone still seems to disappear to Keswick on Saturday morning for the market!

We have staged several Nationals which have involved more arrangements, catering and entertainment. There have been local groups and bands, visits to the local brewery, gurning competitions, boules and archery, etc. Our Lakeland Gatherings are simpler events, with most people coming for the setting and the fellowship, although we have started providing instructions for an afternoon drive, which has provided new insights to the area even to those who have been coming for years.

Weather is something that one can always count on in the Lakes! There have been some fantastic weekends, such as the first National we did, and there have been others when we have

been soaked quite a bit of the time – I can't remember it raining ALL the time, although that may be like childhood memories. We have even seen ducks swimming on the site when it flooded, and one year at Cockermouth, those from the tents moved into the clubhouse as they didn't feel very safe outside.

We have been challenged by quizzes, raised a lot of money in charity auctions, and burned a lot of charcoal and drunk a lot of tea and coffee.

Well this year was no different. Fish and chips were enjoyed on Friday evening, then Saturday morning was time to catch up with old friends, and make some new ones, including Derek Harris who had joined the club a month earlier, received his 'Driver', attended an event run by the Lancashire Branch, and joined us for the Lakeland Gathering. David's wife thought she knew the area having lived there, however we managed to find some roads she didn't know about for the afternoon drive. In the evening there was the traditional communal BBQ and quiz, with the auction raising £60 for Breast Cancer Care, the difference this year being the handover of the 50th Anniversary flag from the Lancashire Branch.

Sunday; more tea and coffee, raffle prizes won. Cars were lined up and judged, with CUB 877 a 96 V4 restoration project by The Lancashire Group judged as best car overall. The event closed with the handover of the flag to Ebor branch.

If you haven't tried the Lakeland Gathering yet, come and join us in 2014 for the Twentieth Gathering and help make it special. I'm sure you won't regret it.

Derek Best, Cumbria Group

SAAB AUTOMOBILE PARTS AB INCREASES SALES & PROFIT

The sales and operating profit figures for Saab Automobile Parts showed a continued positive development during the second quarter of 2013. During the first half year, net sales grew by 22% to MSEK 519 (427) in comparison with the corresponding period for 2012. The development was good in Germany and the USA, where sales exceeded the group's target and thus showed an increase compared with the same period in the previous year. Operating profit increased to MSEK 71 (59).

There is a continued focus on broadening the customer base and during the first half year, contracts were concluded with a number of new wholesalers and workshops in the USA, Germany, Great Britain and Sweden.

"Our efforts to broaden the customer base are creating good conditions for continued growth. These efforts will accelerate during autumn 2013. There has also been great interest in becoming an authorised wholesaler or workshop. The ongoing work to broaden the customer base means that we expect continued good sales of parts for Saab cars", says Lennart Stahl, CEO of Saab Automobile Parts AB.

During the year, a number of measures were taken to strengthen the group's competitiveness and potential for growth. Subsidiaries have been established in Finland and Norway, and now the company has representation via its own subsidiaries on the ten largest markets in terms of sales. The executive management has been strengthened by the recruitment of Fredrik Gylleford as CFO and Claes Kalderén as Director Sales & Marketing. Increased efforts are in progress in terms of marketing other services including logistics services, which are already seeing results in the form of two new customer contracts. An expansion of the product range is planned for later in the year.

"We are picking up speed and this is being received positively by our partners. The interest in our business is high amongst Saab owners, wholesalers and workshops", says Lennart Stahl.

The group's objective is to create organic growth of an average of six percent per year, which is expected to be achieved for 2013.

www.saabparts.com

INSURANCE MATTERS

SOC Insurance's Neil Franklin is justifiably proud of the club scheme's performance.

For the last couple of years I've been commenting on the general state of the car insurance market but I thought this time around you might appreciate a specific insight into the Club's own insurance scheme by comparison.

You'd be forgiven for thinking, with some providers offering exceptionally low (some might say suicidal) rates out there, that SOC Insurance might be less able to compete. Actually, the opposite is true.

The combination of a relaxation in the insurers' access criteria and the fact that we can effectively set our own rate in a number of cases (subject to limits) has resulted in even more Members being rewarded with attractive savings.

Under the scheme we're currently signing-up 49% (1 in 2) of the quotes offered to SOC Members. There won't be many providers who are able to claim that positive statistic. So thank you for supporting us and at least including us in your quote gathering.

But it's not just new customers who are seeing the benefits. A company's customer retention rate will show whether the pricing and service are consistent year-on-year or whether there have been difficulties. No-one will keep 100% of their customers at renewal and actually many providers don't seem

bothered about building a long-term relationship – last year's cheap rate gets clawed back in an inflated renewal premium. Maybe I'm old-fashioned then if I get excited when we can show a high percentage of repeat business. With a retention rate of 82% this year I've been getting excited quite a lot!

As things stand in 2013 the club policy count has already grown 10% on where we ended up at the close of 2012. What does this mean for you, the individual Member? It means there's an even better chance this year that the SOC Insurance scheme is going to be your best option for insurance savings.

There are fewer cases than the cars but it's worth mentioning that we're also signing-up 50% of all home insurance quotes offered to this club's members and retaining 93% at renewal.

Go on, give the club scheme a go when you're looking around for car or home insurance. The Club gets a share of every premium too which helps to offset costs and means that extra membership benefits can be offered and subs kept low.

Now, where did I put those Christmas decorations?

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International Experience

Team Calvert Saab decided to attend the International early this year, we were able between us to add a Sonett, 900 Carlsson and 900 8v Turbo to the gathering with Geoff's 9-3x in reserve if we could find a fourth driver.

First step was to register for the event. I made several attempts on the dedicated website, failed to get any sensible response to my submission and after three or four attempts sent an email that I'm still waiting to get a response from. In the finish Geoff applied through the SOC website, not the International website and we were in!

For various reasons we were confined to the Sunday although Geoff and I went over for an hour on the Saturday afternoon in the 9-3x and found a great atmosphere, a real buzz and caught the sights and sounds of 50 Saabs in parade so we left looking forward to our Sunday.

Unfortunately Sunday was a frustrating disappointment!

Firstly it took us about an hour to get in to the Saab meet due to the difficulties of turning right into the park and then getting through the car boot sale.

We then found that we were not allowed to join the other Saabs, neatly lined up by model, but go into a car park remote from the main event in that there was a huge open expanse between them and us, although I think we were the 'them' – second class Sunday only visitors!

And then – well nothing really. Yes it was great to see such a collection of Saabs, it was good to pick through the autojumble and it was really good to see Erik wandering around the field. But why no repeat of the cavalcade of Saabs? Why no other activities? The weather didn't help after Saturday's glorious sunshine but we are in the UK and expect that during the summer.

Under our own initiative we did move the cars in the afternoon and lined them up with the rest but we learned a lesson – Saturday is the day!

However, well done to all who mucked in to set up and run the event. I'm so pleased we paid that brief visit on Saturday as a Sunday only visit would have left a very poor perception of what was clearly a grand gathering of Saabs.

Stephen Calvert 020594D

Thanks for letting us know about your experience with IntSaab2013. We know we didn't get everything right for everyone, and want to learn what might be done better.

We did have some teething troubles with registrations via the website when it was first launched, but we addressed these and as far as we were aware, captured all the bookings. Without knowing which email address you submitted queries to, it's difficult to comment on what may have gone awry. We did field a number of phone calls from Members relating to their bookings, but do not recall receiving one from you.

The programme we published for the weekend consistently showed Sunday as a quieter activity day, to give our International guests an opportunity to do some exploring of the surrounding attractions prior to the closing ceremony and also to allow people time to study the cars in the Beauty Contest. There were still a lot of trade stands and the various indoor displays in the Celebration Suite. The reason that we had two parking areas on Sunday was because the Beauty Contest was running from 10.00-12.00, as published in the programme. Late arrivals would have been directed further up the field to avoid disrupting this.

Alistair Philpott

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Norwegian Saabs

Following the international meeting in Wicksteed, my three Norwegian pals – Tom Eidesen, Oystein Lid and Ulf Fjeldberg accompanied us through Cotswolds and Wales for six days before enjoying their last two nights in the UK in Cambridge.

They spent most of Monday in the Imperial War Museum at Duxford, and then before driving to Harwich for their 6.00pm sailing for Esbjerg, called in at Cambridge Saab to meet dealer principal James Howarth.

He entertained them with the story of this long established Saab dealership, shared coffee and cake and presented all three with copies of the 'Made in Trollhättan' book.

The two 1967 V4s took centre stage of course, the red one is Tom's, the blue one, newly restored during the winter, is Oystein's.

Ulf's immaculate 9-3 convertible didn't get a look in!

I emailed James and alerted him that three visitors to the UK from the international 'Saab Family' were in the area and he then texted Tom to suggest they 'dropped in'!

It is good to note that dealerships who remember our cars from the sixties intimately, are still prepared to go out of their way to make visitors – who are never going to become customers – welcome!

Thank you James and your staff at Cambridge Saab in Harston.

Iain Hodcroft – International Liason



Early days of the 'Driver'

How fascinating to read of the early history of the SOC, and the terrific efforts of Vernon Mortimer to change the newsletter into a regular magazine.

Vernon and I, together with our two wives, were the first to try and set up a local branch – which we called SaabWest – in the early 70s. This provoked outrage from the National Committee who (wrongly) assumed we were trying to set up a rival club. We were hastily summoned to Don and Pearl Cook's home in Dagenham for a dressing-down, but eventually the Committee agreed that branches might be a good idea, and we were allowed to continue. Don and Pearl were instrumental in growing the club in the 60s after David Hines had become too

busy to be involved on a daily basis.

Vernon had been very disappointed with the Club Newsletter, and offered to become its editor. Ably assisted by wife Yvonne ('ably assisted' being shorthand for 'she who does all the work'), the magazine was produced in A5 format, mostly in black and white, with very few pictures. Distribution was by way of a coffee evening once a month at chez maison, when a small group of stalwarts sat on the floor drinking coffee, and stuffing many hundreds of magazines, one by one, into envelopes – this at a time when all envelopes needed licking to make them seal! As did the stamps! The magazine gradually incorporated photographs, and eventually colour, before becoming a glossy, professional production. I followed Ken Coe (great to know you are still a member, Ken) as Chairman in 1973, but passed on the role to Vernon in 1974 when my wife Jean and I were sent by my employers out to the Sultanate of Oman. Jean had previously 'invented' the idea of SaabTAS (Saab Travellers Aid Service – not Technical Aid Service as a lot of people think) to cater for the rare occasions when Saabs break down by giving the driver a booklet with details of nearby assistance of either technical help, a bed for the night or maybe just a cup of tea! Incidentally, our first President was Jackie Pallo, the well-known wrestler from TV fame, who was a terrific Saab fan, and was suggested as a possible President by the then MD of Saab GB due to the fact that the obvious choice of Erik and Pat Carlsson were exceedingly occupied on Saab GB business at the time. Until Pat's death a few years ago, she and Erik were, I believe, Joint Presidents.

Vernon gradually introduced columns by regular contributors, such as 'Man from the Woods' aka Andy Hampton who has now retired from riding his hefty police patrol motorbike through the Forest of Dean, and Vernon's alter ego, 'Bengt Krankshaf'. Both he and Yvonne were subsequently made Life Members for their services over many years.

Vernon is still alive and well, running (literally – it is on a fairly steep hill with fabulous views, and Vernon never does anything slowly) the Netherdale Caravan and Camping Park at Winscombe, together with producing a monthly magazine for the Speedsters Owners Club, and being Chairman of the Weston Branch of the Institute of Advanced Motorists and a volunteer at the Haines Motor Museum. At the last count he currently runs EIGHT cars, ranging from a genuine British Classic Austin through to modern Japanese and a replica plastic Porsche Speedster. Very sadly, I have to report that Yvonne has passed away quite suddenly following a relatively short illness.

Andrew and Jean Mason.

Pot Holes

Noting the piece on road repairs, or rather the lack of them, in the last 'Driver', my own recent experience might be of help to Members.

In early summer last year I had two of the very rare 16" Ronal alloy wheels along with their tyres on my 900 T16S wrecked in a 'trench' pothole on the edge of the carriageway on a minor 'B' road in Essex. A picture is attached of the site, the missing roadway extending along some five metres between the kerb

alignment and the white lining of the side of the carriageway.

Faced with two flat tyres, the wheels clearly irreparable, and no prospect of ready replacement, I decided the only thing to do was to drive the 15 miles home quietly on one flat and the spare, thus saving both the waiting time and the cost of a recovery truck.

It took a few days, but by good fortune and the assistance of 2T to Turbo I did manage to find a pair of refurbished replacement wheels, but the total cost of repair was £840 and that excluded any labour.

Then the battle for compensation began! A county authority has a clear statutory duty under section 41 of the Highways act 1980 for both the inspection and maintenance of roads, meaning it has to inspect roads regularly – the frequency of this dependant on the class of road, and keep the highway in a serviceable state. You have a right to know when the last inspection was made under the disclosure of information requirements, and can seek information on other incidents reported on the stretch of road involved. Note that the main trunk roads come directly under the highways agency and a different system applies.

Looking at the history of the inspections, I realised that the damage was such that some two cubic metres of road material had supposedly been lost in a period of four weeks or so since the last routine inspection – when no defect was found – and yet there was little debris at the roadside, suggesting the routine check might have been a little less than adequate!

From the complaints record there also transpired to be a history of flooding on the opposite side of the road to mine due to a blocked gully. In my case it was a miserable morning and I had been forced tight to my own nearside edge by oncoming traffic avoiding standing water on the opposite side of the road, and 'my' defect was also masked by standing water, some doubtless displaced across the road by that traffic.

Moreover I found 'my' defect had been reported several days earlier, inspected, and noted for repair, but no signage such as cones left as a warning for a defect that was clearly hazardous, particularly to two wheeled traffic, where it could be considered life threatening.



Five months after making my claim the Authority finally replied denying liability, but I felt I had a strong case and threatened to sue them. They continued to refute liability so I had court papers issued under the Small Claims scheme, which you can do on-line. This they also initially refuted, but a few days later advised they would not contest it in court and authorised a payment of £840 in full, plus my court costs of £60, which I received earlier this year.

Such payments are made without admitting liability, but represent, quote, 'an economic decision based on the risks of litigation'. I interpret this as their knowing it is going to cost them a fortune in briefs to defeat the evidence against their stance!

In summary it would seem the guiding rules are:

- You must take pictures of the defect with measurements.
- You must make a complaint about the defect as soon as possible.
- You must seek and complete the Authority's claim form
- You must not be put off by the authority trying to avoid liability if you have a sound case.

An extensive detail check on the car is made as part of this authority's claim procedure, and in addition to repair invoices they need copies of registration documentation, test certificates, insurance, etc.

Richard Vigouroux-Henday.

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TECHNICAL TIPS

Saab Diesel intercooler and water hoses

These hoses are fitted on all diesel models and are now available in silicone from sources such as Malbrad (Samco) which Steve has had made for all Saab applications. In addition he can supply water hoses for most Saab applications including early V4, 99 and 900 models.

Neo Bros also have available complete sets of water hoses and intercooler hoses for diesels.

I would suggest that any diesel that has covered over 80,000 miles would benefit from these hoses being replaced as a set to improve reliability.

They also can now supply the coolant hoses for the 2.2 diesel 9-3, some of which are no longer supplied by Saab. These hoses at the front of the engine which connect to the EGR valve become contaminated with oil and become prone to failure.

All Saab models

Now Autumn is here and the leaves are falling, don't forget to periodically check under the bonnet on the scuttle panel and remove leaves which become trapped from the intake for the heater.

For 9-3 Sport models, 2003 onwards, also check the bulkhead drain is kept clear, situated on the passenger side just in front of the cabin filter. Lift the plastic scuttle panel and clean out the rubber outlet.

If this becomes blocked, water will overflow into the interior through the fan motor and can cause the fan control unit and amp under the passenger seat to be water damaged. As they are electronic units they are expensive to replace.

Chains, timing and balance shafts

In 1981 when Saab introduced the 2.0 litre H engine they soon found a problem. The previous 2.0 litre B20 had been very reliable but outdated, so the H engine was introduced. They found a problem with the tensioner which was so serious they carried out a recall and modified parts were introduced in production from late 1983.

Since then the chain system of timing has been very reliable. Balance shafts were introduced in 1994 in the 9000 and 900 to make the engine smoother and this concept was carried through the model range of Saab engines till 2009. The B207 petrol engine in the 9-3 sport has the same concept although a completely different power unit supplied by GM. The 2.8 V6 B284 unit also is chain driven with three chains but no balance shafts.

Regular oil changes will reduce the wear in chains and sprockets, poor oil quality and sludge formation will shorten the life and accelerate wear in these components. The early B20 H engine and 16 valve B201 are more tolerant and often will exceed 200,000 miles without attention. Later engines with balance shafts as fitted in the 9000, 900, 9-3, 9-5, and the 9-3 sport models are less so.

9000, 900, 9-3, and 9-5

Problems with balance shaft chain and sprockets are the most likely cause of noise in the Saab power units and in extreme cases a slack balance chain can eventually wear through the oil pump housing in the timing cover and complete loss of oil pressure.

When these need attention the engine often resonates and becomes harsh which is a sign it needs attention. The problem is on all these models it needs engine removal to effectively carry out the repair. There are split link chains available and these can be fitted in situ. However it's the sprockets and guides which need replacing and these are not easily replaced with the engine in the car.

9-3 Sport 1.8T 2.0T B207

The chains in this unit do give trouble however they are easily replaced with the unit in situ. Symptoms are a rattle/clicking sound when the engine is cold, harshness and resonance at certain engine speeds. These are indications the chains need attention. Often the problem is caused by a guide that has broken or a tensioner. If not rectified, this can cause damage to the cylinder head or valves.

As far as replacement parts are concerned there are full kits available from Saab Parts GB which include all the necessary items, this includes GM900, 9000, 9-3, 9-5, and the 9-3 Sport B207.

9-3 2.8 V6

These units appear very durable but if they do need attention I can tell you the parts and labour are very costly compared with all the other models.

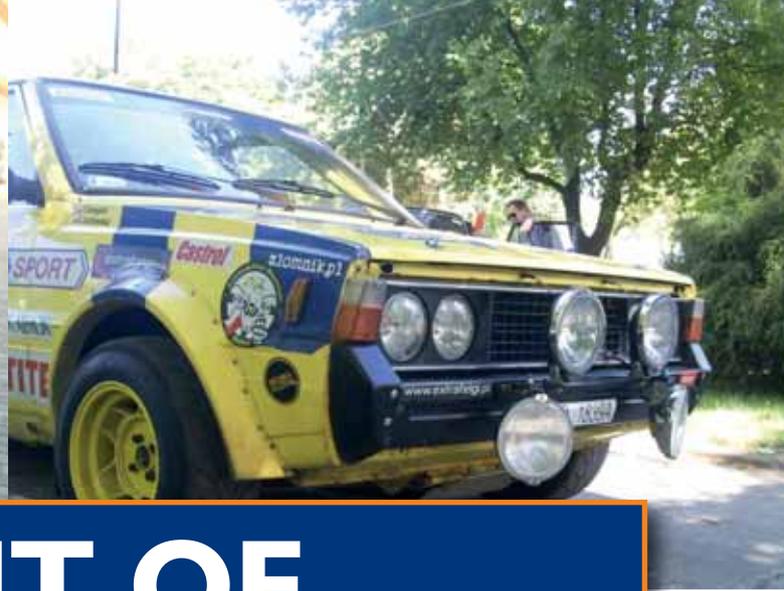
This is a fairly brief summary but the message is change the oil on a more regular basis than the service schedule suggests, use fully synthetic lubricants, and investigate any abnormal noises before a costly failure occurs.

Dead Kiwi 9000 – update

I was advised to check the compressions of my dead 9000, and I got 125, 125, 0, 125. So I took off the cam cover to see if I could see anything, and all seemed in place. I then pushed the car in gear to turn the engine over and noticed the exhaust cam was not turning. Apparently, what I had done, was to partly tighten the cam sprocket bolts and then checked the timing, as Haynes suggests, and then not torqued them up properly. The inlet was tight enough, but the exhaust had worn away the key on its sprocket and then stopped turning. Luckily it stopped with exhaust valves only partially open and they did not hit the piston top. So I took off the head again, and redid the assembly, properly this time, and all is running well so far, touch wood.

The point I, and the engine-shop experts, found interesting, was that the engine just switched off when the problem occurred and did not try to run on three cylinders. Trionic must have sensed the lack of combustion in the affected cylinder and turned everything off, very clever! Then, when trying all the tests for non starting, on the electrics and the fuel pump, Trionic wouldn't let it start despite these systems operating satisfactorily.

Richard Sutherland-Smith
New Zealand, 1996 9000 Aero, 1986 900 Aero, 1972 96 V4



NIGHT OF THE MUSEUMS RALLY

Rzeszow, Poland May 2013

Ian Studley has sent us a few pictures of memories of a rally he attended in Poland back in May of this year.



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

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

CHESHIRE, 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

DRAGON SAAB

hold their Club meetings every first Tuesday of the month from 7.30 onwards at Ty Nant Pub, Ty Nant Road, Morganstown, Cardiff, CF15 8LB

Contact: Chris Redmond
 T: 07970 000164
 E: red_one900@hotmail.com

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: sootyssaab@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.briggsts@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 OF SCOTLAND

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

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 Trigg 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 December/January issue is 1 November 2013.

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

OCTOBER

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

Sunday 13th
Christmas Spares Meet
 Grenoside Community Centre,
 Main Street, Sheffield
 10am-2pm

Wednesday 23rd
South Yorkshire Saab
 Quiz
 Contact: saabinn@virginmedia.com

Saturday 26th
SOC Annual General Meeting
 Holdcroft Saab, Leek Road,
 Stoke-on-Trent ST1 6AT
 12 noon

T.B.C.
Ebor Saab
 Buttertubs Pass Run
 Eric Walker
 01845-523245
 erickath@supanet.com

NOVEMBER

Sunday 10th
3rd European Saab Meeting
 Huy, Belgium

Wednesday 13th
Ebor Saab
 Branch Meeting, NY Police talk
 The Grey Horse, Elvington
 near York
 7.30 for 8.00pm

Fri/Sat/Sun 15th-17th
Classic Motor Show
 NEC Birmingham
 (see back page)

DECEMBER

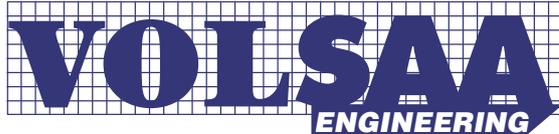
Wednesday 11th
East Midlands Saab
 Christmas Drinks and Meal, 8.00pm
 Red Lion, Kegworth DE74 2DA
 Contact Peter Briggs
 p.briggsts@ntlworld.com




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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.

Sunday 10th November 2013 3rd EUROPEAN SAAB MEETING IN HUY BELGIUM

(first official Saablog-in meeting)

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SOC buyers £1
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AROUND THE UK



Hi Everyone and welcome to Around the UK.

Well I guess that's the end of summer for 2013, and what a year it was. I hope you made the most of the events the Saab Owners Club GB arranged throughout the year. Without doubt, the biggest task was the 2013 International meeting, which was co-hosted by the Saab Owners Club, Saab Enthusiasts and UK Saabs. The organising team and the Members who helped over the weekend did a fantastic job. Before I continue I would just like to thank everyone that has written/mailed me with input for this edition. The location for the 2014 National is being organised and details will be issued as soon as Derek Best has made all the arrangements. Well let's go back to late summer 2013 and see what has been happening.... (You might want to get comfy with a cuppa....this might take a while!)

New Group Meeting....South Wales (Dragon Saab)

Thanks to Chris Redmond, he has resurrected/started a new group for South Wales...after many months of planning, and emails going back and forth, Chris Redmond finally emailed me with the great news!

Right then, we are all systems go, well just about! The South Wales group which is going to be called Dragon Saab.

Dragon Saab, as I think I may have said, was the old South Wales SOC group from 90s, so I've spoken to a couple of the original members who are still very much Saab enthusiasts but no longer meet as the group has long since dissolved. I asked them if we could use the name again and if they would be interested in getting involved. They are very much up for it, so we now have a new group but an old name, but with Dragon being Draken in Swedish I thought the name was perfect for a Welsh SOC group.

We are going to make our meetings monthly, the first Tuesday of every month so the first meet of the group will September 3rd at the Ty Nant Pub, Ty Nant Road, Morganstown, Cardiff, CF15 8LB which is just outside of Cardiff so it should be easy for everyone to commute to. We will be aiming to meet around 7.30pm and we hope to have a busy meet each month. For more info email Chris with any queries: red_one900@hotmail.com

Well, as promised, on the 3rd September I set off for Cardiff, it's a place I have always liked, and I guess this was a great reason to head down the M50. On arriving there was an impressive



gathering of all variants of Saab, from a very nice two-stroke to one of the very last 9-5 saloons and nearly every other model in between. Well, everyone was sitting outside in the warm Welsh summer evening sunshine busy having a chat outside the Ty Nant Pub. As I was told 7.30pm start I was there at exactly 7.30pm, but it was not until about 8.30pm that everyone decided to go inside to formally launch (or should I say re launch) the group. I think far too much enjoyment was being had outside, with members catching up, or just putting faces to names. The buffet arrived so of course we were all well fed, then Chris Redmond welcomed all and explained his hopes for the coming months and years ahead for Dragon Saab. Martin Lyons also bought us all some special edition Saab Magazines which I and everyone else thanked him for, and I also had the pleasure of meeting some of the original founder members of this group of over 20 years ago. I think they have never actually left the Saab fold, so, I am not sure whether it's a 'welcome back' or 'as you were' to Paul and Rose Kirk, and also to Jonathan and Jane Jenkins. Paul even admitted to enjoy reading my section of the magazine, (I did offer him some tablets!). I am sure Chris would like me to extend a huge thank you and welcome to Dragon Saab to all who attended and those who will attend the next meet.

These few words from Philip Rivers sum up the great Saab driver.

Well done 'redders', and thank you again for organising this excellent event that was so enjoyable. (and cheap!!) Since joining SOC earlier this year, and then later UKSaabs, I had been thinking: "I wonder what other SAAB owners are like? – are they demented throwbacks like me? Or are they all technical wizards spouting graph plots, combustion pressures, and dyno figures? ...Well, I now know – SAAB owners come from all walks of life and represent a true cross-section of the community and are (pretty much) all normal! (No-one is like me!) ...BUT there is something that sets them apart from other clubs – SAAB owners are the NICEST people you could wish to meet.

Highland Meeting...Edinburgh

I had an email from Sean Noble, and a couple of pictures of an event that took place back in August, here goes...

I hope you are well Elli, I thought I would let you know about a recent event which took place on Sunday 11th of August: a gathering of Scottish Saab enthusiasts from as far as Aberdeen to the Scottish Borders. The meet took place in Broxburn on the outskirts of Edinburgh at the perfect venue, Eastern Western Accident Repair Centre, which boasts a separate large 14 ramp workshop and valeting area, perfect for such an event.

With 20 Saabs in attendance ranging from the Saab 96 to a 9-3 Carlsson there was something there for everyone. The day started with the initial introductions, many of whom I was meeting for the first time having only been to one previous event. Following a good look round the cars on display we were given a walk round tour of the adjoining body shop and paint shop. John, the body shop manager, explained the different processes and procedures required for different repair jobs, allowing time for any questions we had before heading to the canteen area for the long awaited bacon rolls and refreshments generously prepared for us by EWARC.

There was time for a prize draw with a selection of goodies supplied by Western Saab Edinburgh before a few group photos to capture the moment. I would like to thank everyone

who made the journey and played their part in making it a truly memorable day. Hopefully this will be the first of many meets to be held at this location and help keep the Saab community alive!

Thank you Sean, I love these updates, and yes, keeping Saab alive is very important to all Saab enthusiasts... worldwide! Also, thank you to all that attended this event, I hope we keep getting updates of what is happening in the Scotland area.... PS: For those who are lucky enough to be in the Scotland area, Sean Noble is at Western Saab in Edinburgh. He is a wealth of help and information so if you ever need help/advice give him a call, just say Elli said to give him a call!! As an added bonus, if you are not local to Edinburgh he will arrange to have genuine Saab parts to you the next day, I can vouch for this as when my EGR on my TTiD decided to pack up...the very next day I had one courtesy of Sean at Western Saab Edinburgh!

South Yorkshire Saab

Sue Long very kindly sent me some photos of a multiple birthday party, of not one or two members but THREE! Congratulations to all of you, that's Ruth Bannister, Geoff Heath and Pat Lancaster. On behalf of the whole Saab Community, HAPPY BIRTHDAY!!....hope you all didn't eat too much cake!



AROUND THE UK



North West Saab... how do they do it?

Thanks to Mike Doughty and Veronica Keeling, we are just back home after another 26 mile run around the Peak District of Derbyshire in the evening sunshine. Starting from Saabtec in Glossop, over the 'snake' road to Bamford, then through the lovely lanes in a line of 28 Saabs from all the ages. A few got lost in Hathersage, then on until finally arriving by the village duck pond in Foolow. A fine steak meal in the homely surroundings of the Bull's Head, washed down with a pint of Black Sheep beer and not a single complaint from the locals, despite filling the village square with Swedish cars! It was the culmination of a fine summer season when we cruised through the lanes amongst those limestone walls on many of our club meetings. Thanks to Veronica and Mike who planned all these great mini runs and we never lost a car, though we did come close to it a couple of times. Our youngest tonight was about eleven, Rory, and we have a few seasoned ones over eighty... See you at the Manchester Classic Car Show. (The Black 9-5 Aero HOT is a great Shot of John Howard's pride and joy.)

John Howard N/W Branch

Thanks John, Oh... I know Mike and Veronica certainly know how to seek out interesting car runs, the annual Peaks and Dales is testament to this. I'll see you at the Manchester Classic Car Show.

NEC 2013

I hope to see you if you are at all able to attend the NEC Classic Car Show 2013, November 15th, 16th and 17th. We have a great display planned for this year, from a lovingly fully

restored 95 estate to an original C900 convertible, and a few more in between. The discount booking code for this year is on the NEC advert on the back cover of this issue, so please do come and see us for a chat. We will be in Hall 7 this year, and I hope to have a few things to give away, and as usual, if there are any back issues of 'Driver' you may want a copy of, I will have some to hand.

A bit of self-indulgence follows...

I was asked at a recent meeting what it was that got me into Saabs. Well, apart from the obvious (a set of keys and a driving licence), it was actually my uncle. As a young slip of a thing before I became a 40 inch waist, my dad was always a Jaguar person, and very nice they were I am sure, but one day my uncle came up from London to visit. He was in his brand new car, a Saab 99 Turbo, which had these great seats (velour in purple) not like the cold leather seats in the Jaguar. I had no idea what Turbo meant, what it stood for or anything else, all I knew was it was a cool name....Turbo.

Anyway, after passing my test and seeing all my mates driving around in Escorts, and pretty cool Fiestas, my dad had the wonderful foresight to buy me a Morris 1000! It was the most hideous thing on the road (colour, baby blue), there was nothing cool about this car at all, but as I had a car and a lot of my mates were still trotters (catching the bus or walking), I was pretty smug in the fact that I no longer had to wait for buses to get me to and from my polytechnic college. After finishing college I saw this Black 99 (pictured) up for sale at



£450 in Newtown Garages. Purchase done, I felt like I was driving a Rolls Royce in comparison to the Morris 1000. Wow... velour interior, hockey stripe down the side, twin door mirrors, and EMS wheels (though not an EMS) and of course the obligatory massive spot lights (as was the in thing in the 80s). This car lasted for a couple of years, then one day I went to Eachelhurst Saab in Birmingham to get a water pump for the 99 as the water was gushing from the side of the engine block, and saw a Saab up for sale to die for: a 900 GLi in Silver. The salesman, I remember him clearly, was Martin Anker (still active in Saab Circles), offered me a test drive. Well that was it, a couple of weeks later I was driving the said car out of the dealership. I certainly went to town on it: I bought the rear louvre for the rear window, some turbo badges, (though it was not a turbo) and had the hockey stripe put on down the side, rear boot spoiler and, oh yes... had the wing mirrors colour coded. I couldn't afford to replace the wheel trims with alloys, so they remained, though I was gutted to find out later that what I thought was the lesser model Saab the 900i, actually had electric windows which mine did not, and the 900i also had tinted windows. The keen eyed amongst you will notice just how long ago this photo was taken, you can just about see the MOSS alarms sticker in the front windscreen, and at the time I was a member of Saab Midlands Auto Club (SMAC). Again you can just about see the sticker in the front windscreen. This club was run by Mike and Norma Thompson who are still very active in the Saab circles, and of course the Saab Owners Club.

I kept this car for a couple of years' great motoring, then moved on to a T16s, in Odarado with buffalo leather...and air con. I wonder if it is still in circulation – registration F666 LMJ (obviously nicknamed Damien). As you all know by now I am still passionate about Saabs (long may it continue) and I still have the C900 convertible T16 and the 9-3 TTid. I would love to hear how your affair with Saab started. Please do drop me a line and if you have any pictures please send them to me.

Did you know...?

The 99 Turbo would usher in turbocharging for the masses. Saab was always a company which liked to take risks, and that shall go down as one of the all-time great understatements in car history. The Swedish automaker used to, and hopefully will once again, produce some unusual cars with truly weird and confusing features, but all this risk-taking would pay off big in 1978 with the introduction of the 99 Turbo. This was a car which brought turbocharging back to the mainstream, and it did so by being a genuinely spectacular car. The 99 model had been around since 1968 and was originally conceived as a



bigger model to bring the brand away from the small models (the Saab 96 and 95) which had dominated the line up until this point and more into the mainstream. It was successful in doing this, although the 86 horsepower produced by the 1.75 litre engine wasn't exactly awe-inspiring. This was increased to 1.8 litre and then 2.0 litre later, but none of these were really performance engines. There was an idea for a time to produce a version using the V8 engine from the Triumph Stag, and four prototypes were actually built. But this idea was eventually abandoned in favour of a turbocharged model. The 99 Turbo used a Garrett T3 turbocharger with the idea not of producing huge horsepower figures at high revs after a long lag, but rather of producing a lot of torque across a wide band. Thus, the 1978 99 Turbo made 145hp compared to the naturally aspirated model's 118hp. That's not a very dramatic gain, but the 173lb-ft of torque which the turbo engine produced really was a pretty big difference, and the car now pulled strong even at lower engine speeds. 0-62mph could be accomplished in 8.9 seconds. That's a number which was impressive for pure sports cars in 1978, but for a regular car which was built with safety as a top priority, it was truly ground breaking.

The whole 99 model range lasted only until 1980 in the USA and until 1984 in all other markets. Just 10,607 turbo models were built, But the 99 Turbo is still quite important for some very good reasons. The first is that it paved the way for the 900 model, which was based on the 99 but which would be far more successful and carry mainstream turbocharging even further. But probably the most important thing which the 99 Turbo did was to prove that turbocharging didn't have to be something exotic found only in more expensive cars such as Porsches. The 99 Turbo was relatively cheap in comparison, and when turbocharged was an absolute blast to drive. It wasn't easy in those days to build a car like the 99 Turbo. It's rare that you see something on the cutting edge of technology which is also both fun to drive and affordable. It takes intelligent forward thinking engineers to build a car like that, and this led to an interesting phenomenon. Following the introduction of the 99 Turbo, Saab had a customer base which had the highest level of education on average of any automotive brand in the world...now there's a worthwhile statement!

And Finally...

I guess that's all from me for this edition, (I need a lie down now!). The write up and details of the NEC Classic and the Manchester Classic along with our Jaunt to Huy (Belgium) and my run down to London with the Beds, Herts and Bucks Group, will be in the very next issue. Keep the faith...Keep Saabing

Elli



What an amazing weekend, so well organised and put together. It was the best weekend me and Dad have been to, all the Saabs looked great but what made the weekend was the people so nice and friendly. Me and Dad had such a good laugh with everyone it was great. A big thanks to AI and all the people that put the amazing weekend together.

David Nimmo, UK

2013 INTERNATIONAL



Great event with fabulous people!! Fantastisch!!

Jelmer Brandsma, Netherlands



I really enjoyed myself – good to meet some forum folks in the flesh for the first time. Some great personal touches/takes on the different cars – a lifetime of ideas.

Si Barr, UK

Thanks for a super Intsaab 2013 event, even the sun you had taken care of!
Especially your magazine with all the details was a very needed update.

Hans-Christian & Rita Thing, Denmark



MEETING OF SAAB CLUBS

August 2-4 was a pretty momentous weekend for the Club

We played our part in the 2013 International Meeting of Saab Clubs, helped by our friends from the Saab Enthusiasts Club and UKSaabs. Wednesday, Thursday and Friday saw a small but focused band of helpers setting up the equipment, laying out the field, directing campers and the mammoth task of preparing all the welcome packs – a pack was individually prepared for each weekend booking, with additional packs required for the day visitors. Many thanks to everyone who helped out over those few days, your assistance was absolutely essential! Meanwhile, in East Anglia and the Lake District, our first punters were enjoying the tours organised by East Anglia and Cumbria groups – thanks to all concerned.

Friday saw hundreds of Saabs and Saab people arrive at Wicksteed Park to register for the event, including those who had joined the two pre-event tours in East Anglia and the Lake District. The evening began with an hour of exclusive free access to three of the Park's best attractions – the Dodgems, Laser Extreme and Log Flume. After this, over 500 of us sat down to eat a fantastic Welcome Supper in the Pavilion building. We deliberately kept things informal on that first night, so that friends new and old could meet, chat and enjoy the evening. The only 'formalities' were to introduce the organising team, and to 'hand over the baton' (specially hand-turned by Derek Best) from the Belgium Saab Club to the UK. We were grateful to have one of our longest serving members, Don Heath, to receive this on our behalf.

An early start on Saturday for the biggest 'activity' day of the weekend, with another 200+ day visitors joining the 'weekenders' to enjoy the dozens of stalls for the spares sale, the enormous Neo Brothers stand and the UK unveiling of their latest project, the 96SS, by Club President Erik Carlsson and another special guest, Peter Backstrom, Director of the Saab Museum. During the afternoon we held our 'village fete' events, including stalls such as the Yorkshire Treasure Hunt run by John and Joan Howard of Ebor Branch, Norma Thompson's 'Famous Feelie Bags' and a variety of activities for kids young and old provided by Graeme Lambert and Naomi Hennessy from Beds, Herts & Bucks Branch. We were also entertained by an excellent kite display team, The Flying Squad – plus special guests!

For me, the highlight of the afternoon was the display of 50 Notable Saabs, with a commentary by Peter Backstrom on each car including interviews with several of the owners. We are immensely grateful to Peter for giving up his time to join us and get involved with this, and other aspects of the event. The 50 car convoy off the field, led by Erik Carlsson in his 96 rally car '283', the works-built replica of his 1963 Monte Carlo winning car using the original parts removed from the car after the event. Thanks to Peter Briggs, Steve Trigg and Dave Rowbottom from EMS branch and Derek Best for setting this up.

Saturday night was one of the biggest aspects of the event, with a wonderful four-course Celebration Banquet and a drink for everyone. We were entertained by Peter Backstrom interviewing Erik and Stuart Turner, his co-driver on the first of his three consecutive RAC rally wins in 1961. It is fitting that we could get these two great gentlemen to join us in the 50th year of our Club, and in the 50th year since Erik's final RAC win. I have heard them being interviewed together a few times now and it is always great to listen to their tales, amazingly they always have something new to share. I think rallying was a lot more fun in the early 60s than it is today. We rounded off the night dancing to the band, Backbeat, who were excellent... if a little loud!

Sunday morning saw the second day of trade stalls, the Beauty Contest, as well as the most important stuff – judging for the Shed of the Show! We were again joined by a couple of hundred day visitors bring our total guests over the weekend close to 1000. The winners are listed overleaf, but the quality of the cars was amazing and I felt sorry for many of the entrants whose cars were just as deserving. Thanks again to Steve and Frances Trigg for counting the voting slips – having done it myself for a smaller field at last year's National, I know just what a huge task this is. Thanks also to the boys and girls from Kettering Sea Cadets who marshalled all the cars onto the field over the weekend.

During both days, we had a great selection of displays in the Celebration Suite, including items from the history of SOC and SE, Andy Boorman's fantastic cut-away V4 engine and gearbox, and some of Mike Palmer's original artwork. On Saturday we also



Thank You for great meeting, for all great emotions, great Saab people and our loved Saabs, Saabs and Saab. Hope to see you all next year in Poland!
Kasiek Tereszowska, Warsaw



held a series of presentations in this room, including Chris Partington talking about the classic Le Mans 93b, James Trent from Latimer Ales talking about the celebration ale specially brewed for us, and Karl Viner talking about tuning of Trionic 7 and Trionic 8 cars (that's 4-cylinder petrol 9-5s, 9-3ss and post-200 9-3s for the uninitiated!). Thanks to all for their time to do this.

We ended the weekend back in the Pavilion building, not least to escape the rain which finally decided to...dare I say it, put the dampeners on things! While we enjoyed a traditional cream tea, Peter Backstrom stepped up once again, this time to interview another of our special guests, Simo Lampinen. Simo is President of Suomen Saab-klubi (the Finnish Saab Club) and was the second Saab works driver to win the RAC rally, this time in a V4 in 1968. If only we could have got Stig to join us, we could have had all three! Simo is another great speaker, with many tales of his time driving for Saab as well as for Lancia and other companies throughout his career in the 70s.

It is traditional at the International meetings for the visiting clubs to present small gifts as a token of friendship and thanks to the host club. We were delighted to receive gifts from as far as Latvia, Russia and even Australia this year! Some of the items are now part of the Club's archive, whereas some of the more 'consumable' items will be shared with Members at this year's AGM, and other events if we have any left – amongst them Polish Vodka, 'German' champagne, Latvian black balsam and other goodies!

The class winners and runners up for the Beauty contest received their trophies, the winner of the Neo Brothers competition received a gorgeous watch, a replica of the Heuer timepiece from Erik's rally car (congratulations Chris Redmond!).

We ended the event with a round of thanks to all those who had helped in the planning and running of the event, and a symbolic 'handing over the baton' from Don Heath to one of the youngest junior Club members, Amy Hodcroft, to carry the Club forward into the future. Next year, the UK will hand over the baton to Poland.

Over the last couple of years I have found the job of chairing the organising team for the event to be a great privilege. We have had a degree of fun from time to time, and we have had our challenges too, as with any undertaking of this scale. I know we made some decisions that were unpopular with some Members, but they were taken for valid reasons and, in the end, I feel confident that we pulled off the best event we could with the resources (financial and people) available to us. I would like to end this article by thanking once again my colleagues on the

committee: Mark Edgar, Steve Trigg, Mike Palmer, Iain Hodcroft, Mal Espin, Derek Best and Nick Walker.

Thanks to all our special guests, to Saab Parts AB for their generous support, as well as those Members who helped make the event such a success with the tours and other aspects – Nick Thursfield and Martin Ager from East Anglia Group, Jan Best from Cumbria Saab and my parents, Mike and Hilary Philpott for their help throughout the planning and the event itself; Mum sorted the fantastic menus with Wicksteed; Dad was my counsel for pretty much everything as well as laying a lot of the groundwork with Wicksteed and planning the scenic tour!

Most of all, thanks to all those who came, it was you who made the event so special.

Alistair Philpott

Beauty Contest Winners

Class	Winner	Runner up	Name
Sonett	Winner	Runner up	Peter Briggs Hedley Myers
Two Stroke	Winner	Runner up	Hans Johnsson Martin Healey
V4	Winner	Runner up	Chris Boffey Rik van Lochem
99/90	Winner	Runner up	Andy Boorman Chris Foxley
Classic 900	Winner	Runner up	Keith Squire Jan Martens
9000	Winner	Runner up	Andy Boorman David Williams
GM900/ 9-3	Winner	Runner up	Magnus Hoglund Carl Byrne
9-3ss	Winner	Runner up	Ron Eades Julian Lawless
9-5	Winner	Runner up	Gunter Van Oost Nick Kay
Sport & Rally	Winner	Runner up	Graham Macdonald Elly Baljet
Customised	Winner	Runner up	Steven Thompson Dr. Oswald Reid
Best in Show	Winner		Tony Grestock
Shed of the Show			Peter Donker Curtius



SAAB OWNERS CLUB FINANCIAL STATEMENTS

Year Ending 31 March 2013



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DIRECTORS AND PROFESSIONAL ADVISORS

Directors

M Philpott – Chairman (resigned 3 February 2013)
D Garnett – Acting Chairman from 3 February 2013
D Best
M Edgar
R Bone
K Copperwheat
J Ransley
A Rankin
R Hillier
A Philpott
E Wilson

Secretary

D Best

Registered Office

Cobble End Cottage
Pennygate
Barton Turf
Norwich
NR12 8BG

Company number

1189665

Accountants

DEH Accounting Ltd
Charnwood
Berry Hall Road
Pennygate
Barton Turf
Norwich NR12 8BE

Bankers

HSBC
High Street
Cranleigh
Surrey GU6 8AL

AGM AGENDA

The 39th Annual General Meeting of the above company will be held at Holdcroft Saab, Hanley, Stoke on Trent on Saturday 26th October at 12 noon for the following purposes:

AGENDA

- 1 Apologies for absence.
- 2 To confirm and, if fit, to adopt the minutes of the previous AGM.
- 3 Matters arising from those minutes.
- 4 To receive and, if appropriate, adopt the report and accounts for 2012/2013.
- 5 To elect a Member of the Board of Directors who has retired by rotation: Ellie Wilson. Proposed by Dave Garnett, seconded by Derek Best.
- 6 To approve the appointment of one new Director: Iain Hodcroft. Proposed by Keith Long, seconded by Richard Elliot.
- 7 To confirm the following as Directors:
Bryan Riley (Co-opted 15/3/13).
Proposed by Dave Garnett, seconded by Derek Best.

Nick Hoare (Co-opted 15/3/13).

Proposed by Dave Garnett, seconded by Derek Best.

8. A proposal by Jean Rogerson, seconded by Dave Garnett that Mike Philpott be elected an Honorary Member of The Saab Owners Club for his services the Club.
9. A proposal by Alistair Philpott, seconded by Dave Garnett that Peter Turner be elected an Honorary Member of The Saab Owners Club for his services the Club.
10. To appoint Accountants and Auditors and to authorise the directors to fix their remuneration.

11. AOB.

BY ORDER OF THE BOARD

D Best, Secretary

Current membership cards must be produced on entry.

Any Member of the company entitled to attend and vote at the meeting may appoint another person (whether a Member or not) as his proxy and vote instead of him. Proxies must be lodged with the Secretary at Longview, Central Road, Dearham, Maryport, Cumbria, CA15 7ER by 11am on the 23rd October 2013.

CHAIRMAN'S REPORT

This is a report that I never thought I would be writing, after Mike's unexpected resignation as Chair in February, he continued working until March when I took over the role as Acting Chair for the second time.

Mike has steered the Club through a difficult time with great success resulting in a surplus over income of £19K over the last year, and he also agreed to continue in a liaison role on behalf of the Club with Chris Knott Insurance and Saabparts UK.

Several new Members joined the board in 2012/13. At the AGM in October 2012, Rachel Hillier, Alex Rankin and Mark Edgar were elected to the board, and this has been strengthened with the addition of two new Members co-opted in 2013: Nick Hoare whose role is to shadow Rich Bone with the IT requirements and the website and Bryan Riley who has taken over from Keith as treasurer.

The board must thank Keith for his ten year tenure as treasurer, it is probably the most intense job on the board and I'm sure he has spent many nights over this period burning the midnight oil.

The board reviewed the operation of the 'Driver' after being approached by an alternative supplier. Both Mike and I visited their premises and the quotes were very competitive, however at the October board meeting and after long discussion surrounding the role of editor, it was decided by a majority to stay with our current supplier and review the situation in 12 months.

The 2012 National was held at Wicksteed Park in Northamptonshire and again we have to thank Mike and Hilary Philpott who sourced the venue which was deemed to be a such a success that this venue was again chosen for the International Saab Meeting to be held in England in August 2013.

We are indebted to all the organisers who were involved, and for the significant work done in 2012/13 on plans for the 50th anniversary celebration events: Saabs go Roman, Ye Olde Cheshire Cheese, Peaks and Dales, Saabs on the March and the Golden Flag Tour, and of course not forgetting the flagship International Saab Meeting and pre-tours which proved such a success. The planning committee for this event, which was chaired by Alisatair Philpott worked wonders.

A spares day was organised by Richard Simpson at Grenoside, Sheffield and was so successful that it will be repeated again in 2013.

Motorsport has been upbeat this year with many of our Members competing in various events throughout the country as can be seen from the many superb reports in the Driver.

The NEC Classic Car Show in November featured cars that had appeared in the Top Gear programme on BBC television and attracted many visitors to the SOC stand.

Many other events took place during the 2012/13 period including, the Winter Weekend in Stratford on Avon, the Lakeland Gathering in Cockermouth amongst many others and the Club is indebted to the organisers of these events, and long may they continue.

To conclude, I must thank all my fellow directors, registrars and other Club officials and all the many other volunteers and Members who have given their time and effort to make the SOC a success, as without them it simply would not happen.

Dave Garnett

MINUTES OF THE 38th ANNUAL GENERAL MEETING

of the Saab Owners Club of Great Britain Limited

Held at Gloucester Saab, Saturday 27 October 2012

Chairman Mr Mike Philpott opened the meeting at 12.05pm and thanked our hosts for the day, Gloucester Saab, for the kind use of their facilities.

1. Apologies for absence

Received from Mr and Mrs Mike & Norma Thompson, Mr and Mrs Richard & Linda Elliott, Mr Ellie Wilson, Mr Keith Copperwheat, Mr Mark Edgar and Mr Erik Carlsson.

2. Minutes of the 36th AGM

Proposed by Mr Alistair Philpott (member no. 2670). Seconded by Mr Peter Turner (member no. 92). Adopted by unanimous vote.

3. Matters arising

None raised.

4. Receive and adopt the report of the Directors and Financial statements

In the absence of the Finance Director, Mr Keith Copperwheat, the accounts were presented by the Chairman, Mr Mike Philpott.

Mr Philpott proposed to record a vote of thanks to Mr Copperwheat for his commitment to maintaining the accounts in difficult times.

Mr Philpott reported the many actions taken in the last 12 months to reverse the previous loss of £7700 to generate a surplus of £2500.

These actions required difficult decisions to be taken, particularly on our main cost item, the Driver magazine, which was reduced in size and by delaying release of each edition by roughly two weeks, the number of issues produced in the financial year was reduced to five. These decisions had clearly proved worthwhile.

In terms of income, our advertising agent Mrs Kay Scott was working hard to recover additional advertising revenues after the decrease in previous years, and Membership Secretary, Mr Mark Edgar, was working hard to identify new members. Membership was now showing an upward trend.

A big success for the year had been in relation to the Club Shop, which although it was early days, had now effectively been franchised to be operated by a small business, Motormugs, which in turn was run by long-term Club member, Mrs Sharon Foxley. This action was expected to turn a previous big loss for the Club into a small profit-making operation.

Mr Philpott asked to record a note of thanks to Mrs Foxley for her help in this matter.

Mrs Sue Long (member no. 956) proposed the Accounts for adoption. Mr Alex Rankin (member no. 18472) seconded. Adopted by unanimous vote.

5. Elect members of the Board of Directors retired by rotation

Mr Dave Garnett was proposed by Mr Derek Best (member no. 6389). Seconded by Mr John Ransley (member no. 1751). Approved by unanimous vote.

6. Approve the appointment of two new Directors.

Mr Alex Rankin was proposed by Mr Dave Garnett (member no. 4647). Seconded by Mrs Hilary Philpott (member no. 1659). Approved by unanimous vote.

Mrs Rachel Hillier was proposed by Mr Mike Philpott (member no. 1659).

Seconded by Mr Dave Garnett (member no. 4647). Approved by unanimous vote.

Mr Iain Hodcroft had withdrawn his nomination for the Board.

Mr Philpott expressed his thanks on behalf of the Club to all Directors and Officers of the Club, for their continued efforts and support.

7. Confirm the appointment of three new Directors elected during the course of the year

Mr Rich Bone was proposed by Mrs Jan Best (member no. 6389). Seconded by Mrs Hilary Philpott (member no. 1659). Approved by unanimous vote.

Mr Richard Simpson was proposed by Mrs Alex Rankin (member no. 6389). Seconded by Mr Steve Trigg (member no. 6102). Approved by unanimous vote.

Mr Mark Edgar was proposed by Mr Peter Turner (member no. 92). Seconded by Mrs Jean Crowhurst (member no. 1347). Approved by unanimous vote.

8. Appoint accountants and set their remuneration

Mr Philpott proposed that we retain the current accountant, Mr David Hickin of DEH Accounting, who had provided accountancy support and auditing of the accounts in recent years at a substantially lower cost than the previous accountants. Seconded by Mr Dave Garnett. Approved by unanimous vote.

9. Any Other Business

Mr Iain Hodcroft (3935) asked the members to record their thanks for the Directors for their continued efforts, seconded by Mr Neil Ryder (1790).

Mr Philpott thanked the officers and registrars, and all other volunteers, who help out with the running of the Club.

Mr Philpott closed the AGM Meeting for lunch at 12.49pm. After lunch, the traditional 'question & answer' session took place. The main points noted were as follows:

- a. Mr Philpott presented the Club's achievements over the last 12 months and the Board's plans/targets for the coming year. He outlined the challenges we continue to face and the actions being taken to address these.
- b. A useful discussion regarding discounts and other financial incentives for joining/remaining in the Club was held. The conclusion being that, as a Club, we need to secure better publicity for the non-financial schemes we operate, such as Agreed Valuations for insurance of classic, high value and special vehicles, the V765 scheme we operate for DVLA to secure the correct identity for older vehicles without a current V5.

REPORT OF THE DIRECTORS

for the year ended 31 March 2013

The directors present their report and the financial statements of the company for the year ended 31 March 2013.

Principal activity

The principal activity of the company is that of running a motor club for owners of Saab cars. Reports of events through the year appear in 'Driver'.

Directors

The directors who served during the year were:

M Philpott – Chairman (*resigned 3 February 2013*)
D Garnett – Acting Chairman (*from 3 February 2013*)
D Best
R Bone
K Copperwheat
M Edgar
E Wilson
A Philpott
J Ransley
R Hillier
A Rankin

The above report has been prepared in accordance with the provisions applicable to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

BY ORDER OF THE BOARD
D BEST
SECRETARY

ACCOUNTANTS' REPORT

on the Financial Statements

for the year ended 31 March 2013

The company is exempt from an audit for the year ended 31 March 2013 as the turnover is below the required level. You have acknowledged, on the balance sheet, your responsibilities for ensuring that the company keeps accounting records which comply with section 386 of the Companies Act 2006, and for preparing financial statements which give a true and fair view of the state of affairs of the company and of its profit and loss for the financial year.

In accordance with your instructions, I have prepared these financial statements on pages 30 to 32 from the accounting records of the company and on the basis of information and explanations you have given us.

I have not carried out an audit but have checked the well-kept records to a similar standard as an auditor and I can express the opinion that these accounts show a true and fair view of the activities of the company.

The books and records of the company have been very well kept and balanced and everything was in excellent order. Advantage was taken of

a clarification in Value Added Tax rules to reclaim over £6000 refund of VAT on insurance commissions received in earlier years. The Finance Director reclaimed this sum and substantially improved the Club's financial position as a result. The overall financial position was addressed by the directors early in the year and thus stemmed the losses that had occurred in the previous year.

In financial terms, the Club is in a sound position due to the reserves built up over many years. The changes in the make up of the Board will not, I am sure, alter the determination shown by the previous Board to maintain the sound financial management which has placed the Club in its current strong position.

DEH Accounting Ltd
Chartered Accountants
Charnwood
Berry Hall Road
Barton Turf
Norwich NR12 8BE

PROFIT AND LOSS ACCOUNT

for the year ended 31 March 2013

	Note	2013 £	2012 £
Income	2	70,222	61,847
Shows and Events		3,786	5,493
Operating Costs		47,256	54,354
		51,042	59,847
Operating Profit	3	19,180	2,000
Interest receivable		585	582
Profit on ordinary activities before taxation		19,765	2,582
Corporation Tax 2012		117	-
Corporation Tax 2013		117	-
Profit on ordinary activities after taxation		19,531	2,582

None of the company's activities was acquired or discontinued during the above two years.
There were no recognised gains nor losses other than those included in the profit and loss account.

The notes on page 31 form part of these financial statements.

BALANCE SHEET

for the year ended 31 March 2013

	Note	2013 £	2012 £
Fixed Assets			
Tangible Assets	4	455	700
Current Assets			
Stock	5	1,910	1,903
Debtors	6	2,999	1,903
Investments	7	-	55,000
Cash at Bank and in Hand		89,386	17,459
		94,295	76,265
Creditors: amounts falling due within one year	8	(23,630)	(25,376)
Net Current Assets		70,655	50,889
Total Assets less current liabilities		71,120	51,589
Capital and Reserves			
SOC International 2013 Reserve	9	2,000	2,000
Profit and loss account	9	69,120	49,589
Shareholders' Fund	10	71,120	51,589

Statement of Directors' Responsibilities

These accounts have been prepared in accordance with the provisions applicable to companies subject to the small companies regime within Part 15 of the Companies Act 2006.

For the financial year ended 31 March 2013 the company was entitled to exemption from audit under section 477 Companies Act 2006. No member of the company has deposited a notice, pursuant to section 476, requiring an audit of these financial statements under the requirements of the Companies Act 2006.

The directors acknowledge their responsibilities for ensuring that the company keeps accounting records which comply with section 386 of the Act and for preparing financial statements which give a true and fair view of the

state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of sections 394 and 395 and which otherwise comply with the requirements of the Companies Act 2006 relating to accounts, so far as applicable to the company.

Approved by the Board of Directors and signed on its behalf.

K D Copperwheat, Director D Garnett, Chairman

Company Registration No: 1189665

The notes on pages 31-32 form part of these financial statements.

NOTES TO THE FINANCIAL STATEMENTS

for the year ended 31 March 2013

1 Accounting Policies

a) Basis of accounting

The financial statements are prepared on the historical cost basis of accounting and have been prepared in accordance with applicable accounting standards.

The company has taken advantage of the exemption, conferred by Financial Reporting Standard 1, from presenting a cash flow statement as it qualifies as a small company.

b) Turnover

Turnover represents net invoiced sales of goods and Members' subscriptions, excluding value added tax.

c) Depreciation of tangible fixed assets

Depreciation is provided on all tangible fixed assets at rates calculated to write off the full cost or valuation less estimated residual value of each asset over its estimated useful life. The principal rates in use are:

Plant and machinery 25% on cost

d) Shop Stock

Stock is valued at the lower of cost and estimated net realisable value.

2 Turnover

The turnover and profit before taxation is attributable to the one principal activity of the company.

3 United Kingdom Corporation Tax

	2013 £	2012 £
Corporation tax for the current year	117	-

4 Tangible Fixed Assets

	Plant and machinery £
Cost	
At 1 April 2012	28,733
Additions	467
At 31 March 2013	29,200
Depreciation	
At 1 April 2012	28,033
Provision for the year	712
At 31 March 2013	(28,745)
Net book value	
At 31 March 2013	455
At 31 March 2012	700

5 Stocks

	2013 £	2012 £
Finished goods and goods for resale	1,910	1,903

6 Debtors

	2013 £	2012 £
Prepayments	2,999	1,903

7 Current asset investments

	2013 £	2012 £
HSBC MoneyMarket deposit	-	55,000

8 Creditors: amounts falling due within one year

	2013 £	2012 £
Trade creditors	22,194	23,572
Other Creditors	1,200	1,100
Corporation tax	117	-
Other tax and social security	119	704
	23,630	25,376

9 Reserves

	SOC £	P & L £
At 1 April 2012	2,000	49,589
Profit for the year	-	19,531
At 31 March 2013	2,000	69,120

10 Reconciliation of movement in shareholders' funds

	2013 £	2012 £
Profit for the year	19,531	2,582
Shareholders' funds at 1 April 2011	51,589	49,007
Shareholders' funds at 31 March 2013	71,120	51,589

DETAILED PROFIT AND LOSS ACCOUNT

for the year ended 31 March 2013

	2013 £	2012 £
INCOME		
Membership	59,462	57,103
Commission received	3,608	4,744
Refund of VAT paid on commission	6,558	-
Calendars	594	-
Interest receivable	585	582
	<u>70,807</u>	<u>62,429</u>
LESS Expenses		
'DRIVER' MAGAZINE		
Production and Advertising Costs	35,136	44,500
Commission Paid	3,408	4,112
Postage and Distribution Costs	7,122	7,629
	<u>45,666</u>	<u>56,241</u>
Advertising Income	(17,402)	(20,526)
	<u>28,264</u>	<u>35,715</u>
CLUB SHOP		
Shop Sales	1,371	1,224
Opening Stock	1,903	1,750
Purchases	741	1,119
	<u>2,644</u>	<u>2,869</u>
Closing Stock	(-1,910)	(1,903)
	<u>734</u>	<u>966</u>
Shop expenses	606	-
	<u>1340</u>	<u>-</u>
Shop profit	(31)	(258)
ADMINISTRATIVE EXPENSES		
Local SOC Groups' expenses	601	1,955
Web Page and IT Costs	987	1,099
Printing and Stationery	68	62
Postage and Telephone	146	137
Advertising	718	350
Membership and General Expenses	7,718	7,148
Meeting and Travelling Expenses	2,990	3,079
Insurance	1,654	2,210
Accountancy	1,200	1,100
Bank and Credit Card Charges	994	694
Sundry expenses	1,235	711
	<u>18,311</u>	<u>18,545</u>
EVENTS AND SPONSORSHIP		
Classic and Historic Car Shows	1,375	994
National Rally	918	2,711
Motorsport Sponsorship	1,463	2,203
Weekend Events	30	(415)
	<u>3,786</u>	<u>5,493</u>
DEPRECIATION	712	352
NET PROFIT BEFORE TAX	<u>19,765</u>	<u>2,582</u>
Corporation Tax 2012	117	-
Corporation Tax 2013	117	-
	<u>234</u>	<u>-</u>
NET PROFIT	<u>19,531</u>	<u>2,582</u>

What a GREAT day!
I went to tell Mike and Al and others, the very best Saab Event I have been to. Enjoyed chatting with Simo Lampinen, Erik (Mr Saab) and Andy Neo. Also Peter Backstrom of Saab Museum. Thank you anybody who is/was involved in any way putting that together.
John Howard, UK



2013 INTERNATIONAL MEETING OF SAAB CLUBS

It was fantastic to meet so many friendly and enthusiastic people from all over the Saab planet, Poland, Russia, Belgium, Sweden, Norway, UK, Denmark, Germany, Holland. I'm in Saab heaven!
Alex Jerman, UK



Thanks for all your moral and technical support, I felt really well looked after by you all.
Peter Betker, Hamburg



I would just like to say a Big Well Done to the team and the forever essential group of Saab volunteers.
Os Reid & Alison Pisani.



Hey, thank you, it was very nice organised, weather was good, company was good, Saabs were awesome, thanks again.
Peter Vanhulle, Roeselare, Belgium



Time spent catching up!



THE LAKES AND SOUTHERN SCOTLAND TOUR

2013 International Meeting of Saab Clubs



Walking around Ennerdale Water



The first evening started with a Barbecue.

To all of you who came from all parts of Europe, thanks, we couldn't have done it without you



The Lake District and Southern Scotland Pre tour was based at the Ennerdale Scout Centre, in the heart of the Lake District. From here tours radiated out everyday. Sixty people arrived from various parts of Europe, from Belgium, Denmark, England, Finland, Germany, Holland, Russia, Sweden and Switzerland. Many of them had travelled on the same ferry!

We had a variety of models, plus two Topollas and a Saabo!

The first evening started with a barbecue. The Passes and Lakes tour took in six lakes and four passes. It was for pure driving pleasure, over the steepest roads in England, with hairpin bends, not for those with a nervous disposition!!

I want to thank all the people who turned up to help, the members of the Cumbria Group Saab Owners Club, especially Margaret, our family, and Gerald who climbed the ladder to put

the flags back up, and while he was at the top of the pole his phone rang! This may not sound unusual but on a site with absolutely no mobile signal it absolutely cracked us all up!. Several people wanted to climb the flag pole to make calls.

The pre tours are always a great time to catch up with old friends and make new ones, this one lived up to all expectations. If you have never been to an International meeting abroad and a pre-tour, I hope you will consider going to Poland next year. To all of you who came from all parts of Europe, thanks, we couldn't have done it without you

With thanks also to all those who sent me photos, as you can see they are all great!

Jan Best



Kees and a Barn Owl called Thyte at the Muncaster Owl Centre



We had a variety of models, plus two Topollas and a Saabo!





IT HAS BEEN A WHILE SINCE MY LAST REPORT AS SONETT REGISTRAR...

...as I have not received any input from other Sonett owners and my own car has been away for the last nine months having a new exhaust made and considerable upgrade work done to make the car more suitable for road use. The previous owner had successfully competed in it in sprints and hill climbs for several years whereas I want to use it on the local Scottish hill roads and the occasional long distance trip.

Work has continued at a steady pace and has included new fuel pump, rear springs, alternator along with tuning to make the two stroke engine less 'peaky' which whilst reducing maximum power will increase low rev torque and hence improve the driveability in everyday use. My car has had reed valves fitted to it to improve performance, but years of competition had taken its toll, with several damaged and one missing completely. As part of the overhaul, a complete new set was sourced in Italy and fitted.

With the International meeting rapidly approaching, it was decided that the planned overhaul of the engine itself could wait until the



winter, and I arranged to collect the car on my way to Wicksteed Park as the car was only 40 miles from Kettering so would save me a double journey. I collected the Sonett with my Classic 900 Turbo Solstad Special Biltransport car transporter and arrived with both vehicles at Wicksteed.

As for the International, well, what a great event! Fantastic cars, friendly people and even the weather was (mostly) good. Seven Sonetts were entered in the Sunday beauty contest and a couple of others were seen around the park over the weekend. Representatives of all the production models were on show, with both the UK based two strokes together for only the second time, along with V4 and Sonett III examples. Several Sonetts had travelled from abroad and conditions ranged from well used to show piece.

Nick

TWO-STROKE REGISTER

All correspondence to:

PETER TURNER

236 Straight Road, Lexden, Colchester, Essex CO3 9DU

Tel: +44 (0)1206 563976 E-mail: pete92b@hotmail.com



My good friend Ian Lainton, who a few years ago restored the very rare 95 van, has been working very hard to get the 92b ready for its first outing for 27 years. I can't thank him enough for all the time and effort he has put in to this project.

The challenge was to get the 92b on the road to celebrate the 50th Anniversary of the Club and attend the International Meeting at Wicksteed Park.

A final push was made in June fitting the front seats from a 9-3 convertible which didn't pose any particular problems. The refurbished rear seat and door panels were covered in matching leather and after enlarging the fixing holes new panel clips secured the trim into place. Using the original rubber mats as a pattern a 1950's style of carpet was made and fitted perfectly.

The engine had been soaked in oil for the past 27 years and had not been started during that time. With a new battery, plugs and points, a new electric fuel pump and a fresh supply of petrol and oil the engine burst into life after a few turns of the refurbished starter motor. Plenty of blue smoke came from the exhaust and thick black oil dripped from the front silencer box. Tick over was a little erratic but after all that time being idle it was now running and revving freely.

Its first journey was from the workshop onto a trailer and back to

Colchester. Two days later we were off to a sunny Wicksteed Park where it was to make its second journey – a short run round the field. Less oil was dripping from the exhaust and starting was becoming much easier. In fact it now starts first pull of the starter and no longer drips oil. A few jobs need sorting but it will soon be out on the roads of North Essex. The advice I have been given is to give it a good hard run to burn off all the excess oil in the exhaust system – I am looking forward to it!

The International was a great event with many two-strokes turning out for this special occasion. Unfortunately it was so busy with much going on I was not able to speak to all the two-strokers present. I took a few photos of the cars and hope to put owners to cars. Best two-stroke runner up was Martin Healey with his beautifully restored 1964 96 and Best in Show winner was Tony Grestock with his GT750.

Congratulations to the organising committee and to everyone who helped make this a memorable occasion – well done.

Don't forget I would love to hear about any events you have attended with your two-strokes and of course any restorations being carried out.

Enjoy the blue smoke – safe two-stroke Saabing.

Peter



SO, ON TO MY FIRST V4 COLUMN OF THE YEAR...

A big thank you once again to Mark Ashton for providing the material for the last few V4 columns while I was focused on preparation for the International, much appreciated and I hope you all enjoyed the articles.

Way back in January I received an email from my old friend Mike Thompson, who way back when I was still in short trousers had a reputation for finding V4 bargains...and now seems to be passing this gift on to his son, Steven, whose recently restored two-seater 96 speedster won the modified class at the International. Anyway, back to the message from Mike:

"Once again we have acquired a 96 V4. Don't know why but it was, I think, a bargain.

[Do you see what I mean?! – AI]

"We had to collect it from near Frome in Somerset. It is a 1973 reg TGU 787M in Toreador Red with 80,575 miles on the clock. All MOTs show correct mileage and bills for many hundreds of pounds on repairs including recon engine at 74,000 miles. It is in need of restoration, never seen paint so worn before but not a problem. It was what you call a barn find, having been in a barn since 2005 hence the dust and large spiders webs everywhere, this will be a long term project when Steve has finished the latest mods to the two-seater."

Good luck with the next project, chaps, after seeing the end-result with the two-seater this year I'm expecting great things of the new 96!

Steven and Mike have both promised me enough material for a full feature on that much-admired two-seater soon.

It's been a while since I have had the pleasure of reporting a V4 newly registered with me. Paul's 76 Topaz Yellow 96L has been formerly owned by Ian Frank and Matthew Nield. Paul has owned the car for a couple of years and included a scanned copy of the October 2012 edition of Classic Car Mart which featured his car. It sounds like a really tidy car and a fitting replacement for his previous Triumph Herald!

Richard's lovely Hussar Blue car was last featured in this column back in 2006 when it belonged to Paul King in Tyneside. See page 52 for a full write up and some great pictures.

That's all for this time. Hope to see many of you at the AGM, folks.

AI



New Registrations

Name	Area	Registration	Model/Details
Paul Mitchell	Dumfries	LTR 323R	96L
Richard Barraclough	Sussex	KUA 750E	96



What a great summer it has been to be a Saab enthusiast in Britain. As I write this, sitting in the garden in early September, the weather is still behaving itself most of the time and I can look back on some great Saabing days over the past couple of months.

As the International fell in the middle of my allotted two week holiday we decided to stay in this country, and spent several days touring near Chichester, in the 90 of course, before the big weekend. The plan had been to swop to the Sonett for that, but when Peter Briggs found he had a shortage of 90s for the 50 Saabs line up ours had to stand in at short notice. It isn't a show car by any means, being in daily use and having to stand outside all the time. I had one day to clean, polish and pack it, which wasn't helped by it being covered in sand at West Wittering beach just two days beforehand (and I mean covered – I won't park downwind from the dunes again in a hurry!) It also happened to be one of the hottest days of the year. Anyway we made it and from a distance the 90 didn't look too bad, and what a great weekend it was!

From a register point of view it was good to see so many varied 99s, and two 90s from the Netherlands. The green 99 particularly caught my eye as this was almost identical to dad's car, in which we travelled all over Europe in the late 70's/early 80's and in which I passed my driving test. I haven't seen another this colour for many years.

Brake Maintenance

The 90 passed its MOT last week with a couple of advisory items, one of which was the rear brakes. These can easily be overlooked when maintaining a car because the pads wear so slowly, but it is worth taking the pads out every year or so, cleaning up the calipers and putting some copper slip on the back of the pads to stop them corroding to the calipers which can eventually stop them working. The handbrake also has quite a lot of travel and it is important to

adjust the calipers first (unscrewing the 'self adjusting' pistons to take up any slack) before tightening the handbrake cables if necessary. Since the MOT the exhaust transverse box has started blowing. A quick welded repair has fixed this for now but this will have to be sorted properly soon. One good development is that the modifications mentioned last time have completely cured the hot running problems.

99 for sale

I was recently contacted by a former Member who is selling his 99. He writes:

"The car was new when I bought it in January 1979 from Bell Hall Garage, Halifax. I exchanged it for a new 900GL 5 door about 12 months later, as I recall with about 20,000 miles on the clock. I bought it back around 1993. Somewhere along the way the car had a glass sun roof fitted and the roof lined with a brown material. It has had four or five other owners from early 1980 to 1993. It was MOT'd and taxed for a short time when I got it back. Then I stored it for a few years before taking it to Malbrad SAAB specialists and left it with them to do the bodywork required and other work to get it through the MOT."

The car did 200 miles after this and was then put in storage again. It is in the Halifax area. The owner would like to find a good home for it so let me know if you are interested.

Stuart

99 TURBO REGISTER

All correspondence to:
CHRIS FOXLEY, 99 Turbo Registrar,
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I know there're not Turbos, but I thought you'd like to see them



Saab Festival

When this was announced back in January we thought we may attend, ten seconds later the decision was made. As on our previous visit in 2010, we decided to camp at the excellent site in Trollhättan (Folketts Park). As the car would be fully loaded for the trip, I decided it would be wise to change the springs and their rubber seats, because the old ones had settled a bit, particularly at the front. Then I noticed a small pool of oil underneath; the seals on the turbo had gone and oil was leaking from the compressor housing. So that was removed and sent to Turbo Dynamics for a rebuild (this was three weeks before our trip). Eventually everything was finished including two new tyres on the front, and the car appeared to run quite well, unlike the two occupants.

This time we were not travelling alone, as we were joined by Julian and Sam in their Clarion 99T who were driving over for the first time. We drove down to Dover for the 4.00am ferry and then up through France, Belgium, Holland, Germany and then into Denmark. Here we parted company with Julian as he was heading up to Norway first, leaving us to catch the midnight ferry from Grenaa to Varberg in Sweden, then onto Trollhättan before midday.

We did quite a few miles during our stay and apart from a slight coolant leak on the turbo the old car ran faultless – almost 3000 miles in total. We even managed 960 miles in 24 hours (did I mention that we then overslept on the ferry and nearly ended up



back in Denmark). So a great trip, lots to see at the Festival, we met some lovely people and as usual can't wait to return.

Shock & Amazement – A New Registration

These don't happen very often, about every Preston Guild.

John Reid from Edinburgh has sent details of his Red 2dr Turbo that he has had from new with just 68000 miles to its credit, and yes John, I would like some pictures so we can all enjoy it.

So as John has proved it's never too late to register your Turbo.

Chris



Hello everyone and welcome to the Autumn edition of 'Driver'. I hope those of you that went along to the International had a fantastic time and really enjoyed the event.

I was so disappointed that I couldn't make it, especially as I also missed the Belgium International last year.

I am pleased to see that new registrations keep coming in on a regular basis and that the popularity of the c900 is as strong as ever. My three cars are running very well and my convertible was a joy to use on the Saabs on the Marches driving tour. I am however on the look out for a fuel tank sender for my 1981 8v turbo, so if anyone knows of one perhaps they could let me know.

So without further ado, on with the page.

Stephen Calvert, member no 020594D, thought you might be interested to read how he changed his head gasket on his 8v turbo, just in case you find yourself in the same situation and kindly sent me this write up.

Head Gasket Change

The head gasket failure on my 70k mile Saab 900 turbo came as a shock but was probably down to an easy life of around 3,500 miles a year leading to more use of the performance being made under my ownership. Whatever the cause I had a sump over full with an oil/water mix and oil in the water plus lots of steam exiting the exhaust – a simple diagnosis.

I studied both Bentley and Haynes manuals and found a detailed account of an 8 valve turbo head change in three hours on the internet so set about the task. It took me a lot longer than three hours! This article is not step by step instructions but highlights some of the problems I encountered and their solutions. And yes, I did fit a new head gasket and the car has run well since!

There's a lot to dismantle on a Saab engine to gain access to the cylinder head and to be able to remove it. Parts of the air intake pipework were removed to aid access and to enable the inlet manifold to move. Various

electrical, vacuum and water pipes need removing, after draining water and sump of course. Also remove the distributor cap and leads together with rotor arm and cover below it to stop these items being damaged or lost. I suggest you do as I did, photograph everything and label each and every connection (Fig 1).

Inlet manifold bolts are easily loosened and withdrawn and the manifold can then be pulled back. I didn't try to fully remove it thus avoiding the need to break injector lines and other connections. Now to the problem areas.

The exhaust manifold needs separating from the turbo (note that there is no need to remove the turbo). To do this the heat shield needs removing noting the bolts that are taken out, a simple task! The problem arises with releasing and removing the four nuts and bolts that hold the turbo to the exhaust manifold (Fig 2). The oil feed and return to the turbo also had to be disconnected to enable a bit of movement and access was very difficult to the return pipe connections below the turbo. Perseverance and contortions from above and below were needed. By the way, since doing this job I've acquired a set of car ramps and I think the job would have been easier with the extra clearance these provide.

Back to those four bolts that I found to be corroded and all but welded plus very difficult to access with any tools that enabled good leverage to be applied. They had clearly been untouched for the 25 years since the car was built. There was no easy solution. Lots of soaking with WD40 and penetrating oil together with perseverance with ring spanners and sockets until they moved eventually did the trick. I had to reduce the thickness on a ring spanner (all 17mm by the way) using my angle grinder to enable it to slide onto the nut. Eventually, and by working above and below the car, the nuts and bolts were removed (Fig 3).



Phew! Stephen is a braver man than me to tackle such a job. I will print the second half of Stephen's head gasket job in the next Driver. Until next time, take care.

Alex

New Registrations

Name	Area	Membership No.	Registration	Model/Details
Lloyd O'Connor	Birmingham	021459D-6	E422 WDA	900i Automatic, Bronze, 107,000 miles. Date of first registration 09/02/1988, acquired car in 2010
Jim Thorby	Wellingborough Northants	021295D-11	E999 FCN	900 T16 convertible, Silver, 136,500 miles. Date of first registration 13/04/1988, acquired car on 13/05/2013

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



HELLO AND WELCOME BACK SAABAHOLICS.



Before I go any further I would like to thank everybody for their support and encouragement with the 9-3 register as I have received copious amounts of letters with stories and even a postcard, and I can now announce that we have three new registrations!

I received this email from Mr Richard Barraclough regarding his 9-3 SE Auto:

"This car is maintained in excellent mechanical order by Abbott Racing and Orpington Saab, and occasionally my local garage. The car has been upgraded to around 200bhp. Compared to other similar cars with this output, this one feels a lot faster, so it might be actually bigger bhp. It started off at 150bhp LPT. Since the upgrades, the car has been very reliable. It also has nylon bushes replacing the old wobbly things, and a Viggen Rescue Kit. I have held off on the big exhaust as they sound a bit boy racer to me, and are quite tiring on the ears. We get around 25 mpg regular driving with an all time high of 36 mpg on a long trip to Austria a few years ago.

"We have two sets of tyres for the car, a winter and a summer set. The summer tyres are Kumho, and the winters Nokian front, Kumho rear. Performance in all conditions is excellent. Some things are getting a bit tired, like some of the badges. Odd that Saab chose to use crappy quality plastic for the bonnet badge. I've been through two already. The blue plastic just falls off. She has done nearly 103,000 miles, which is about 53K since we purchased the car in 2005. Right now my wife does most of the driving in this car, and in winter it's cold start, short trip, cold start, short trip, so the poor thing probably doesn't like it much. But it seems to cope. We take it for a longer spin occasionally to blow away the cobwebs and recharge the battery a bit.

"Although they say the early pre-2000 engine (Red DI) is the stronger for tuning, we've found the later one on our car (black DI) is smooth and very responsive. I had a convertible once with the earlier engine and whilst it was strong, it was a bit coarse. Perhaps it's just my imagination.

"It's amazing to think its second hand value is now 500 quid. A lot of car for that. Makes you want to hang on to it! I've owned Aeros and whilst they look great, and go well once in the power band, I actually think a tuned LPT makes a lot of sense. Mated to the auto box, it's

super smooth and there seems to be no turbo lag at all. Picks up immediately and pulls hard to the red line. Quite impressive actually. I owned a convertible Aero that had been Abbotised, and I would say this Abbotised LPT was faster, except maybe between 5-6000 rpm where the big turbo came into its own. Other than that, the LPT for me wins hands down."

What are other people's thoughts?

Saab swapped from the red DI units to black in the early 2000s due to a change of engine management system resulting in better engine performance, however as most of you probably already know, they are not as reliable as the old red ones! You can swap a DI over if you're stuck, so if your car has a red DI on it, it will run with a black DI and vice versa, however it will affect your performance as some of our customers have experienced, it is only quite subtle but noticeable and I wouldn't recommend changing the colour of your DI as a permanent thing as Saab changed it for a reason.

I feel that LPTs are overlooked a lot for FPTs and Aeros, yet they are easy to tune up to a FPTs and still reliable as the turbos are the same on both types of vehicles just the engine management system differs (unless it's an Aero). The reason we have LPTs is down to Saab replacing the old 2.3 and 2.0i in 1999 (approx) for an engine that still has the power of a 2.3 but the fuel economy and emissions of 2.0i and matched with an auto box these cars have a quick on takeoff due to the difference in gear ratios and responsiveness of the gear box.

Here is another email from a Mr Malcolm Odlin who has also had his 9-3 upgraded:

"Really pleased to open my latest copy of Saab Driver and see you have taken on the 9-3 register. I was beginning to think our model was the forgotten Saab. I've owned my 9-3 for over seven years now and been in the SOC for about five. The GM900-93 hardly seems to get a mention! It's a shame because we know they are good cars. Unfortunately all are now of an age where they hold little value and most will be run into the ground and scrapped before long. So if you have a good one, keep it. I am sure it won't be too long now before they become recognised as a classic. After all it was this and the 9-5

which were the only offerings from Saab for a few years under GM and without them Saab would not have survived as long as it did.

"My car SG02 URD 'Kimi' is a 2002 9-3 LPT five door, with a few modifications. Like you I noticed they are not the most stable on bends. I enjoyed it in standard trim until earlier this year when I decided it was time to treat it to a birthday. I liked the car and didn't want to part with it, but knew it could be improved. So it was off to Abbott Racing to fit some of their goodies. It now has the steering rack brace, poly bushes on the track control arms, Abbotts springs and Koni gas hydraulic adjustable dampers. Then topped it all off with an ECU upgrade for a bit more power, and a stainless steel back box with twin pipes.

"Now it goes as well as it looks. If you haven't already fitted a steering rack brace I recommend it. That and the other suspension mods have all but eliminated the torque steer, now it corners like it's on rails. The springs and dampers do firm up the suspension, but not too much. My wife Anne thinks it's actually more comfortable as it's stopped that wallowing feeling in corners.

"The car is now how I like it and hope to continue enjoying it for many years to come."

Unfortunately the 9-3/GM900s are no longer as popular as they once were due to the 9-3ss rising in popularity with better styling and suspension, however I still think our models did it better, the seat in the older models were better quality leather and even though they are getting older they are still loaded with more than some of the modern equivalents. It's a shame to see so many go to the scrap yard but at least we've salvaged some of the best. They are a dying breed being taken over by more electrics and a higher demand for sleeker body lines and styling but as some of you have proven they can still give new cars a run for their money. Looking at the list of modifications done here a lot of it had been done to improve comfort too, however I have no Koni suspension which sometimes make the ride too harsh, even though it improves handling immensely. The poly bushes make a considerable difference to handling but they are a bit more expensive than standard but are worth getting as and when your car requires a bit for MOT.

And finally, I would like to apologise to the forgotten GM 900 owners as they so far have not been mentioned but that is about to change as I received another email from a Mr Phillip Rushforth:

"I have read your article in Saab Driver and was pleased to see that you are an enthusiastic Saab Registrar for the 9-3 marque and I wish you every success.

"I have been a Member for over three years and have not been able to register my Saab as there hasn't been a registrar for the 900 NG model from which of course the 9-3 evolved, so on behalf of all those forgotten 900 NG members would you like to include them into your 9-3 register.

"I have attached a photo of my beloved convertible which is the same year as yours. Mine is a full blown turbo SE Talladega and was

first registered in January 98. It is as it was when it came out of the factory – even the steering rack has not been welded yet! Perhaps I should get down to fitting a rack brace? It has a heated windscreen and is fully loaded with black leather seats exceptions, no cruise control or electric seats. Mileage 79,000.

"Interesting observation, mine has a cable clutch, yours is hydraulic, and mine has two catches to undo the hood, yours has one. Apart from that there is very little difference between the two, if there is I would be interested to know. There is a question for you. I was told that the 9-3 turbos were not fully blown i.e. there is no turbo meter on the dashboard?

"Another interesting point for you is that my car has been accepted on a classic car insurance and was valued at £3000 by Ken Dover for that purpose. The premium is £120 per annum which is amazing for a turbo don't you think?

"Finally, I find the car difficult to reverse as when you get close to another car the boot on the Saab is so high you cannot get a view of how close you are to the other car. If you look up PARTS FOR SAAB.COM You will see they do a reverse sensor kit for £34. You fit the sensors into the bumper. The sensors come in matching colours for your car and wire into your reverse lights.

"Keep the good work up and please consider including the 900NG in your register and I could at last register my now classic Saab!!!"

Well Phillip, today is the day you can finally register your Talladega! A rack brace kit would be a good idea if the bulkhead hasn't started to crack yet, if it has I personally would look at getting it welded and fitting a rack brace kit as this will also help with torque steer.

The main differences I would say between the two are:

- The seats are wider in the 9-3
- The roofs are different, the 9-3 has a hydraulic system and tends to be more reliable, whereas the 900 roofs run on electric motors ECUs and potentiometers
- As you said the clutches are different
- The boot lids and bumpers differ in shape

Other than these they are both on the same chassis, but the 900 evolved into the 9-3 like it then evolved into the 9-3ss. Some of the 9-3s are full pressure turbos and the biggest give away is the boost gauge on the dash above the temp and fuel gauge.

You've done very well with the evaluation. I don't think mine will ever be valued at that but it's interesting for those who do have a 9-3/900 in good condition. The parking sensors are a good idea and convenient, I have seen and fitted these kits before but for me I'd rather park further away from everyone else, one; because I can't park and two; nine times out of ten neither can other people!

I'd like to hear what other people think about these subjects so please feel free to contact me so I can add it in the next register or if you have a query of your own and want some advice. Take care and we'll speak again at the next SA meeting (Saabaholics Anonymous).

Lauren Crook

New Registrations

Name	Membership No.	Registration	Model/Details	Date of first Registration
Yvonne Barraclough	66112/24601	X746 FGO	9-3 SE Airflow, LPT, Auto, Hatchback, Steel Grey, Abbott Upgrades 103k	
Phillip Rushforth	0164989	R814 LGT	900 SE, Talladega, Convertible, 79k	January 1998
Michael Ibbetson	021259D-8	P238 LBY	900s Auto Convertible, Ruby Red, 94,900k, Date acquired car: July 2012	August 1996
Lauren Crook	021412-4	J900 ESS	9-3 S Convertible, Black, 134k	November 1998



HELLO EVERYONE, HERE WE ARE AGAIN.

I hope that you are all well and that you have enjoyed a good summer.

I was very disappointed to have been unable to attend the International this year, from the pictures that I have seen it does look to have been a great weekend. I had been meaning to take part but, once again, personal life got in the way.

Anyway, I have been out in my 9-3 quite a lot over the past few months, especially with the weather being so favourable and am still managing to attain 41-42mpg.

I enjoyed a cracking drive up to the coast in 32 degrees of heat, it was such a beautiful day and it reminded me all of what is special about owning a Saab and indeed a convertible. It also reminded me the importance of sun block!

The car recently required a new set of front tyres. The old ones, having covered about 50,000 miles were barely legal. The rear ones are still good for at least another 20,000 miles, so I replaced the front with exactly the same, the Pirelli Pzero Rosso. At £122 per tyre, they seemed to be good value. Especially since the wheel size is 18 inch and the amount of miles that I got out of the old ones. Does anyone have any alternative tyre recommendations?

Onto letters now and here is one that I received from Geoff Calvert. Geoff writes:

"I would like to register my latest

acquisition which is a Sept 2009 Saab 9-3x 2.0T XWD in Java Black.

"I bought the vehicle with only 25,500 miles on as a Cat D repairable which has now been restored almost to its 'as new' condition apart from a minor dent which is next on the list. I have been a Saab owner since my first car back in 1971: a Black 96 V4 de-luxe and have had a succession of 96s (including some enjoyable years rallying them), 99s (including a black two door Turbo I should never have sold!) and an early 9-3. I still have a Sonett III but turned away from the modern Saabs after the GM 9-3 which was not so sharp in the handling department as I felt a Saab should be (didn't have the benefit of the mods which are now available).

"Anyway, I am now delighted to be back behind the wheel of a Saab worthy of the name as the handling and most of all the grip from the Haldex 4wd system is unbelievable and a real joy to drive. I was worried about fuel consumption but on long motorway runs the long 6th gear gives an easy 36 – 39 mpg and it only drops with town driving and the odd burst of enthusiasm on the boost gauge down to the late 20s early 30s. I'm sure 40+MPG would be on the cards cruising just below the speed limit. I'm happy with the performance and getting used to a proper Turbo Petrol engine again after years of diesels which are of course good in their own way and

not lacking in low down off the line torque.

It's a real pleasure to be in, and having recently damaged my back the seats have got to be the best in the business and one of the few places I can get comfortable! The car will be used for my work which involves quite a bit of travel and with the rear seats folding properly flat there is no problem getting all my equipment in. It's a great pity they are no longer producing this car and even more of a shame that GM stopped the development of the all wheel drive system for the diesel versions.

"I can send more details of the re-build if it's of any interest. This must have been a sad loss to its former owner and a disgrace that the insurance company wrote it off for so little damage. Keep up the good work on the register!"

Many thanks Geoff and yes, I think a few photos on the rebuild would be a great follow up for next issue.

I am sorry once again, for the short entry but I will endeavour to include all registers in the next issue. I have been struggling to find the time recently but hopefully, I should be back to normal by next issue, bare with me.

Until then, keep sending your stories/photos/register in.

Take care and drive safe.

Simon

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900 Turbo	81-82	£419.51
900 Turbo	84 on	£406.48
900i 16V Cat	89-91	£280.40
900i 2L 16V HB	88-91	£361.77
900i 2L 16V CAT	91-93	£280.40
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900 Turbo CAT 8V	89 on	£265.82
900i 2L Turbo 16V CAT	10/93 on	£413.94
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
9-5 2.3LI Turbo CAT Sal	06/97-09/01	£484.80
9-5 3LI Turbo CAT Sal	06/97-09/01	£441.23

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BEDFORD
NORSE SAAB
8 Sergeants Way,
Bedford, MK41 0EH
T: 01234 261 313
W: norsesaab.co.uk myltoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

BUCKINGHAMSHIRE
FARNHAM COMMON, SLOUGH
HUGHES SAAB
Beaconsfield Road, Farnham Common,
Slough, SL2 3HX
T: 01753 609 595
W: hughes-group.net

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
CAMBRIDGE SAAB
T: 01223 873 499
W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

CAMBRIDGESHIRE
PETERBOROUGH
MARSHALL SAAB
Honda House, Tyrrell Park,
Boongate, Peterborough, PE1 5PT
T: 08442 437 519
W: marshallsaab.co.uk

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
DERBY
BEECHWOOD SAAB
8 Siddals Road,
Derby, DE7 6DG.
T: 01332 381 900
W: beechwoodsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable on sales & bodyshop, 15% on servicing & parts

ESSEX
COLCHESTER
D SALMON CARS
Sheepen Road,
Colchester, CO3 3LE.
T: 01206 715 200
W: dsalmoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

GLOUCESTERSHIRE
GLOUCESTER
GLOUCESTER SAAB
76 Kingsholm Road,
Gloucester, GL1 3BD.
T: 01452 522 404
W: gloucestersaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

GREATER LONDON
FINCHLEY
BALLARDS SAAB
Unit A, Coppetts Centre,
North Circular Road, London, N12 0AJ.
T: 0208 211 9160
W: ballardssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

GREATER LONDON
BARNES
WEST MOTOR COMPANY
4 Castelnau, Barnes,
London, SW13 9RU.
T: 020 8748 8844
W: westmotorcompany.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Stock order items only 15%

HERTFORDSHIRE
WELWYN GARDEN CITY
SAABTECH WELWYN
36 Brownfields,
Welwyn Garden City, AL7 1AN.
T: 01707 379950
W: saabtechlimited.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

HERTFORDSHIRE
WATFORD
SPIRE SAAB WATFORD
291-295 Lower High Street,
Watford, WD17 2HZ
T: 01923 200 500
W: spiresaabwatford.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes

DISCOUNT TO SOC MEMBERS
15%

KENT
CANTERBURY
TEAM TRACTION SAAB
Unit 3, Becket Business Park,
Broad Oak Road, Canterbury, CT2 0PQ
T: 01227 472 095
W: teamtractionsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

LANCASHIRE
BLACKBURN
BAY HORSE AUTOS
Unit 3, Centurion Business Park,
Davysfield Road, Blackburn, BB1 2QY
T: 01254 695 063
W: bayhorseautos.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
Discount negotiable

LINCOLNSHIRE
GRIMSBY
HUMBERSIDE SAAB
226 Victoria Street,
Grimsby, DN31 1PH
T: 01472 348 572
W: humbersidesaab.co.uk

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	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	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	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	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	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

YORKSHIRE
YORK
ALEXANDERS SAAB, YORK
Great North Way, York Business Park,
Nether Poppleton, York, YO26 6RB
T: 01904 520 300
W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour to Saab Service Club members

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	Vauxhall only

DISCOUNT TO SOC MEMBERS
10%

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

SHROPSHIRE
TELFORD
GREENHOUSE TELFORD
Trench Lock, Hadley,
Telford, TF1 5SU
T: 01952 265 400
W: greenhouse.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
£199 fixed price service

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
25%

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% off parts & accessories & up to 40% off labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour to Saab Service Club members

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% parts & labour, 10% parts & accessories (whether fitted by garage or not)

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable, 40% off MOT, Servicing from £99 + VAT

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
20% on parts, 30% on labour & 15% on parts only purchases

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Stock order items only 15%

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

WILTSHIRE
SWINDON
SKURRAYS SAAB
Langley Road, Hillmead,
West Swindon, SN5 5QJ.
T: 01793 883 600
W: skurrays.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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MOTORSPORT

Well it has not been the best of times of late. I ended up taking a week off work leading up to the International to do some jobs and get things ready for the weekend. One of those was to arrange a Motorsports display at the International, so apologies to those who turned up and found I wasn't there.

I had a fairly good reason for not going. I had decided to spray the inside of 99T project in 2K white paint and decided to do so with just a normal spray mask and do the painting outside. I had done this a few times before with this type of paint and got away with it. I also had a bug at the time, but decided to carry on. The result was being very ill for a week and a bit. Now I have taken this a bit more seriously and decided that if I am going to paint any 2K paint I will purchase an air fed mask and separate compressor to run it on. There are some active filter masks that work to some degree to protect you against the isocyanate in the paint vapour. You need to change the filters several times whilst doing the job, so most people will tell you to use an air fed mask or don't spray this type of paint, it is really that bad.

The good point is that I scrapped the old Astra that was stopping me getting the white 96 V4 out of the garage. After getting a new battery and priming the fuel system by pouring petrol into the carb floats, she started up on the first go. The only problems were caused by the washer motor not working and the horn. The washer had sticking brushes. If you pull the red top off the bottle top you will find a motor and see that the brushes hinge. The hinges of the brushes can become rusted. WD40 and some moving fore and aft sorted that one out.

The horn not working was caused by the contact between the horn ring and its spring loaded contact. If you cannot get a direct earth to sound the horn from the back of the steering horn push, then the contact between the horn ring is most likely the cause. You can get to this once the steering wheel has been removed.

The next thing that needed doing was the replacing of all the exhaust mount rubbers. The 'White Car' as it's known, has a full group two engine on twin Webbers and features a homemade copy of the works exhaust. We used a C900T centre silencer and joined that to an Abbot racing 9000 back box, which fits between the rear wheel and the inner wing. Hopefully I should have it ready for taking to the garage for an MOT soon.

Nick installed the two stroke engine that I built and covered in an earlier article. The power band seems to be what I had calculated using the formulas for the tuning books. The engine once jetted correctly pulls from 4000 to off the scale as Nick put it. It also seems to be registering lower EGT temps than the single carb engine.

The 99T project now has its wheels back on and the rear suspension is now near complete. I had some problems with the Powerflex bushes on the small end of the upper arm and Panard rod. I chose to turn the metal sleeves down a little bit at a time until I could clamp the

bush across a vice without the flanges distorting out of the ends of the arm.

The next job I should have done ages ago. I had managed to get a spare upper Panard rod mount from the Malbrad boys. I then marked up very carefully the central position of the fixing hole of the one on the car, took a few datum points to measure from and then cut the old one off. I then welded up the top of the new one so it was straight (the original is castellated), drilled some holes in rear face, clamped it to the car and drilled through the lot with a flexidrive drill. This part can bend if you hit something sideways. If you strengthen it the Panard rod, axle or boot floor bends, so the idea is that this is a part that can be unbolted, straightened and replaced.

96 tip: If you are using Pinto pistons in a 1700cc cranked V4 you need to inspect the head to see if it has been skimmed. Ideally you need one that has not had a skim. Work this out before purchasing the pistons. You will need to mod the chambers to between 39-42cc in most cases if using a standard head gasket. This will give around 10.5:1 depending on piston size. If you have a skimmed head, you might want to go and use the V6 piston, which has a lower compression height. 93mm pistons will go through a standard gasket if you chamfer the top by 0.5mm.

Rich

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SAAB 96 WITH RACE HISTORY RACES AGAIN AT SILVERSTONE CLASSIC



I bought the beautiful pale blue Saab 96 from Graham Little in May this year. He had stopped racing and decided to sell his car. Linstone Classics supported me with the appraisal and the purchase and collection. All agreed it was a very sound car. We lightly re-commissioned the car, as it had not really run since a one time race entry at Oulton Park (driven by Tim Bishop in August 2010).

Feeling brave I approached the Masters Race Series organisers of several of the grids at the July 2013 Silverstone Classic. They said they'd be pleased to have it run in Transatlantic pre 66 Touring Cars. Great we thought – we're in!

We prepared the car and for July 26/27/28 I was on my way to Silverstone. The car ran OK in practice but ran out of puff after about 15 minutes of the 20 minute practice. It seemed like it might be a flat battery. I bought a new battery on the Saturday

morning and had some hopes of entering the first Touring Car race on the Saturday afternoon. We fiddled about with the car and got it started but it sounded very poorly. Sadly after some further investigation we discovered that the middle piston had a hole in it. A premature end to the weekend for the Saab! The car had attracted an amazing amount of attention and it was a real shame that we couldn't get out there! I went on to co-drive an MGB in the Gentleman's sports car race but I must admit I was disappointed.

The car has been returned to Linstone Classics and we will now work on getting it ready for the HRDC race at Snetterton in late September.

Watch this space!

Johan Denekamp



THE TENTH ANNIVERSARY OF THE ROGER ALBERT CLARK RALLY FALLS ON 8-10 NOVEMBER, 2013.

The forests will echo to the unique sounds and sights of forty and fifty year old rally cars attacking the stages. We hope you can join us again or for the first time this winter. In a change of programme there are a lot of stage miles in the Yorkshire forests on Friday night with excellent spectating in the floodlit wood yard in Dalby. On the Saturday the Duncombe Park stages, a great success with spectators in previous years, are running again and the whole field will be on Croft Circuit in the afternoon. Sunday is dominated by stages in 'killer Keilder' forest complex.

As in previous years all Saab supporters will be made welcome in the team catering truck at the fixed services, do come and see us. There will be an after party in the bar at Carlisle Truck Stop on the Sunday night.

At the time of writing, Jim Valentine is researching the possibility

of a SAAB team entry on the Peking to Paris Rally 2016...

Entries for the Saab Historic Rally Team are now due for this year's event and I'll send those I believe to be entering a more detailed entry email.

As in previous years the Team will offer a catering and entry package, and the organisers have again generously agreed a discount and incentives for Saabs entering from within the Saab Historic Rally Team.

If you are planning to enter and don't receive a competitor email after this one please contact me urgently to discuss your requirements.

Many thanks for all your support on behalf of the team.

Jim Valentine



Photo: Paul Lawrence

HARRY FLATTERS HISTORIC RALLY

We have always enjoyed the Historic rallies over the tarmac of the Epynt ranges, but that was in the days of our Datsun 240Z. The thought of the daunting twists and jumps in the Saab 96 V4 was a bit scary but, with less than a week to go to Hugh's knee replacement surgery, we decided to give it a go this year, just for fun!

Firstly, we had to get a dispensation to use our Maxsport RB4 tarmac tyres as none of the tyre suppliers permitted in the British Historic Championship make a tarmac tyre narrow enough for the Saab!

With the recce and scrutineering on Saturday, we had to be in Brecon on the Friday evening but that gave us a chance to

sample the excellent local Italian restaurant without compromising our rally!

Although we know Epynt quite well we were glad of the two runs of the recce as a reminder and to see which bits had been resurfaced and where the organisers were going to put the horrible chicanes!

Fish and Chip supper was followed by an early start for the rally itself on Sunday. There was a degree of panic as we drove to the start on the ranges as we could not get 3rd or 4th gears! This sometimes happens to us when the gearbox is cold but seems to sort itself out in the end. Driving up the A40 in second was not great though!

We decided to use the freewheel for the first loop of stages, as Hugh is most used to driving the car like that in the forests. That was our first mistake! It was not too bad on the first two very short stages, up the 'Steps' and then the 'Burmah Road', just a bit scary; but then we ran out of brakes on the longer stage across the ranges and had to back off, losing out to the tidy Anglia of Peter Lewis and Alan Jones.

With the freewheel disengaged for the second loop of three stages Hugh had more confidence, we had more fun and were a lot faster despite an overshoot at a 'long way round triangle' junction on SS6.

Stages 7 and 8 were the longest of the day at 14.2 miles and we started the first run in a torrential downpour. Apparently the first four cars got through in the dry but everyone else was badly affected. In the conditions, many drivers were complaining that they had not been able to see, 'like being in a car wash!', and Stephen 'Jumbo' Richards and Keegan Rees had a huge roll in their Escort Mk2 as they slid wide on one usually fast bend! Surprisingly

the Saab wipers seemed to be just about coping, with some help from Rain-X, but the tiring Maxsports on the front had no grip in the extreme wet! Fortunately, the rain was quite localised and the stage gradually dried in the hot weather so the fun resumed! Stage 8 was a repeat of 7 and we were happy to be a full minute faster in the dry!

Stage 9 was another long one (12.9 miles) across the ranges from the 'New Road' and by then we were the third survivor in our class and looking forward to a nice run to the finish. Of course, the heavens opened again about a third of the way through the stage but we had a good dice with Peter Quinton's Cortina GT once the tarmac dried again until we met one of the damn chicanes that was too tight for the Saab and had to reverse a yard or so to get round!

We were very pleased to get to the finish in Brecon virtually unscathed! Third in class C3 meant that we got awards and just held on to our second in class place in the British Historic Championship. Of course, that will change soon as Hugh will be out of action until the Rallye Sunseeker in October.

At our age, we knew we would be knackered by the end of the rally so had decided to stay the extra night in Brecon. Fortunately some other Historic competitors, especially the Irish, also usually stay over so another sociable evening was called for!

Hugh & Debby Myers
Car 36, Saab 96 V4



Photo: Paul Lawrence



LITTLE BLUE

1967 SAAB 96 V4

I bought the car in 2006, shortly after we moved to Sussex. The name was inherited from the previous owner in Newcastle. I've now had her for seven years. Genuine 51,000 miles, and standard apart from: Weber carb, Minilites, Jetex . Colour: Hussar Blue.

The car was mildly restored about 10 years ago. It passes the MOT regularly without work, but I try to keep on top of stuff. This year I had my local garage check the brake master, as the pedal area looked as if a bit of fluid may be leaking back. 1967 was a transition year for brake masters, so I sent a picture to a specialist to identify the correct seal kit, which was dispatched to me. However, the garage informed me that despite taking these precautions to get the correct kit, it was actually the wrong one. They said they had a few contacts and were able to get the correct kit, but they then found that the piston was scored so that was sent away to be machined. It only took a few days. The car is now back, and the brake pedal feels considerably better. It needs to be good: there's no servo assistance on this car, like the earlier two-strokes. Nevertheless, that never held back Erik Carlsson, did it?

So she's back together again for a few late summer blasts before being rugged up again for the winter.

Richard Barraclough



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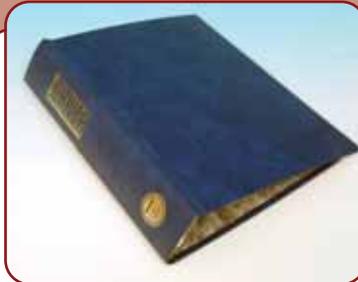
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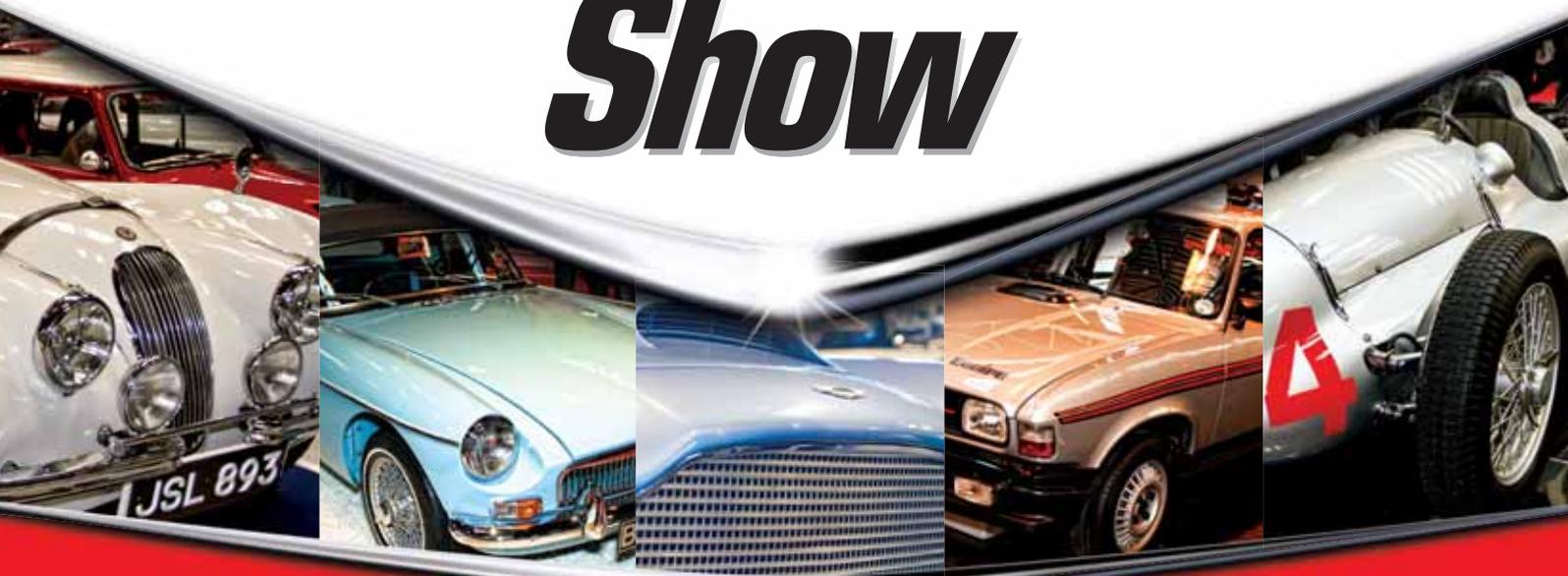
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