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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

INSIDE

A VISIT TO SPA

INTERNATIONAL SAAB
CLUBS MEETING

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**50TH ANNIVERSARY
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FRONT COVER:

Simon Parker's 9-3 SS
Please state your Membership Number on all correspondence

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Please quote your Membership Number on ALL correspondence

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

Classified Advertisements
– see details on page 54

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DEADLINE DATES FOR CONTRIBUTORS

June/July 2013 ISSUE: 26th April 2013
Aug/Sept 2013 ISSUE: 28th June 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
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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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We hope that you enjoy this bumper issue of 'Driver'. As I mentioned in the last issue, it is amazing to think that we are 50 years old, so we thought that the 50th Anniversary Special covering some of our history and memorable events over the years was an appropriate tribute to what we have achieved and to those who have helped to achieve it over all of those years. We should also take this opportunity to thank everyone who has contributed to our successes in this half century.

I would also like to quickly mention the 50th Anniversary events and to thank the organisers and all of you that have booked to join us. I am sure that we will have great fun and I look forward to seeing you there.

You will also find more details and the booking forms for our International Event in August. As you will see, this is going to be fantastic event and again, something for all the family.

Hosting this event is a huge honour for us and one that only comes around every 15 years or so. It is our opportunity, and indeed our responsibility, to put on the best show possible and the warmest welcome to both our own Members and those from all the foreign clubs.

For those of you that have not managed to get to an International meeting before you really should not miss this one. The opportunity of mixing with Saab enthusiasts from all over the world is an experience that you will treasure for a long time. You will also get to meet the stars of our Saab world such as Erik Carlsson, Simo Lampinen and many others, not forgetting the great cars that we rarely get to see anywhere else.

I won't go on too much about the full programme of events as you will find all that inside this issue, other than to say that there will be lots to do for everyone and we are sure that you will have a great time.

Since we launched the registration facility on our website www.intsaab2013.com, internet bookings are coming in fast from all over the world so please do not delay. You can book using the forms here in 'Driver' or on line on the website. I look forward to seeing you there.

Now to some other aspects of Club business. A couple of years ago I was very honoured to be approached to return to the Board for the third time and as Chairman for the second time.

As I have previously reported, we all agreed at that time that we had quite a lot to do to provide a stable future for the Club. At that time, alongside the pressures that all Clubs were facing, we had the uncertainty of the future of Saab plus a few other unique challenges.

So when I took the job on, I knew that we had a list of issues to face particularly in the areas of our financial status, events, membership, website development, strengthening of the team and so on. On top of that we needed to pull off a superb International Event.

From this list we quickly developed our plans to address these issues with some clear actions. We also realised that the work would be intense for a while. I have discussed the detail of some of these plans and our successes in previous 'Drivers' so will not repeat it here.

However, I would like to touch on our overall progress compared to where we were a couple of years ago. Although improvement is an ongoing process and the work will never be completely done, I am personally pleased with our achievements. Although there has been a lot more than this going on in the background, I will summarise the main points below:

Finances

Following a loss in the previous year, by improved budgeting and cost controls, we managed to bring in a small surplus in 2011/12. Although not yet finalised the results for last year (2012/13) are looking healthy. The details of our actions will be presented at the AGM as normal, but in the meantime I can mention that the main contributors have been a significant reduction in the cost of 'Driver' through competitive quotations, good cost controls, advertising campaigns and some changes to our VAT. All round we are much more confident.

Events

We put a lot of thought into last year's National and from the feedback received it was a great success. We were also keen to introduce some new events so the Classic Run and Spares Event were added to the list. So, in addition to the Peaks & Dales, Winter Weekend and Lakeland Gathering we are pleased that we have started to expand the list of events for our Members.

Membership

We have worked hard to promote the Club and encourage new Members to join us whilst, of course, making improvements for existing Members. Whilst we have to accept that we will always lose some because of selling their cars, etc. we have had some good success in recruiting new Members. This has resulted in a small but significant trend upwards, the first time for many years. We are also delighted to have Mark Edgar on board who will continue and develop the good work.

Website

Although we have a lot more to do, we believe that we have made great strides with our website which is now receiving more hits than ever. Getting the Club Shop and Membership joining online has also been a major step forward and now we are reaping the benefits.

The Team

As I mentioned previously, we were delighted to have Alex and Rachel joining us. They have taken on two very important roles of Club Publicity and Member Benefits respectively. I know they will both do a great job.

I am also delighted to announce that after working with us for some time now in developing the website, Nick Hoare as agreed to join the Board and carry on the good work. Nick is also responsible for our international website.

I am equally thrilled to report that Bryan Riley has come

forward to take on the Finance Director/Club Treasurer role. Bryan is keen Member with a wide range of experience and seems to have more Saabs than even me! I am sure that you will all join me in welcoming Bryan. Assuming all goes well Nick and Bryan will be formally co-opted at the next Board meeting.

So having agreed that we needed to strengthen the team we believe that we have done that and now have some strong team members to carry the Club forward.

International

As a member of the organising committee, I can report that a lot of hard work has gone in to this event. Now that it is all coming together we can see that it has all been well worth it and we know that everyone will have a great time. Having got off to a slow start we are delighted with progress, so another good result.

So having described in summary where we are up to, I hope that you will agree we are going in the right direction and that we are in a better position than a couple of years back.

Having led or been highly involved with most of the initiatives mentioned above, I do admit that it has been an intense period and more like a full-time job but also extremely rewarding. I have been involved with the Club for over 30 years and it has played a major part in my life and that of my family.

So having achieved a lot of what I had in mind a couple of years back and the Club being in a much better position, I have

decided that it is the right time to stand down and hand back the reins. I will of course, still enjoy being an active member and in fact, will have more time to attend the events and meetings.

I apologise for the self-indulgence of reminiscing for the past two years but leaving the Board is clearly a big decision and a major change for me. However, for the Club and its Members it should be just another seamless transition with no major changes.

Some have commented that now a lot of the hard work is done and that we are starting to reap the benefits, I should stay on to enjoy the results. It is a good argument, but I actually believe that now it is the right time to let others develop their roles and take responsibility along with sharing the workload more evenly. I will still enjoy watching the good progress.

I would like to finish by thanking those Directors and others who have helped and supported me over the last couple of years. We have done a lot in a relatively short time. I would also like to take this opportunity to publicly thank Hilary who has been an enormous help through this period in addition to doing a lot of her own work for the Club.

I wish you all the very best. The Saab Owners Club is a fantastic organisation which we should all be proud of. I urge the Directors to keep up the momentum for even better things to come.

Thank you all.

Mike

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NEW SPRING SERVICE OFFER

(including free MOT for £299)

With Spring just around the corner, it will soon be time for all those Convertibles to take to the roads. And to help prepare your car for the season ahead, Saab Parts UK is pleased to announce a Spring Service Offer for all Saabs, including a free MoT in March, for £299. Available exclusively at Authorised Saab Service Centres and using trained technicians to fit genuine Saab parts provides further peace of mind from a two year manufacturer's warranty.



Even though new cars are no longer produced, many of the UK's Authorised Saab Service Centres are continuing to sell used Saabs, representing some of the best value vehicles in the used marketplace. Saab Parts UK Ltd provides a national used Saab locator on its website (www.saab.co.uk) and is currently listing over 170 used Saabs, including more than 30 Convertibles, starting from around £5,000.

The most recently produced MY11 and MY12 models offer well equipped SE and Aero specifications, with a choice of petrol turbo or diesel twin-turbo engines in both 6 speed manual and automatic forms. Most importantly, whichever Saab you own or are interested in, maintenance and on-going parts supply is assured.

Saab Parts UK has successfully re-established the parts supply and distribution network to ensure the 200,000+ Saabs in the UK can be well maintained with genuine parts. Stocking a portfolio of over 44,000 lines, Saab Parts offers a comprehensive range of genuine parts for both current and older models, all backed by a two year warranty.

In addition, Saab Parts UK is offering all Saab owners direct access to the most competitive servicing, maintenance and replacement parts offers by registering your vehicle in the Saab Service Club. Completely free of charge, this beneficial facility offering up to 10% off service and parts can be accessed by joining on-line at www.saabserviceclub.co.uk.

INSURANCE MATTERS

In this edition, SOC Insurance's Neil Franklin offers a couple of insider tips for saving money on your classic.

It's almost a year since we started this column and I want to return to a theme that appeared in the first edition: classic car insurance. This has long been an integral part of our offering, but we've had some really interesting feedback during the course of the past year, which tells me that issues we sometimes take for granted are probably not as widely known as we might expect. Even the ability to choose from a range of mileage limits – fundamental in our view – is not universally recognised.

There's a wide range of considerations that make up the total premium and our people will be happy to guide you through that, but if you only do 1,000 miles annually for example, please tell us. Conversely, don't under-estimate for the sake of a saving, as that could prove costly in the event of a claim. And remember, bona fide club membership can

make a significant difference to the total – as much as 25% reduction with some insurers, so always mention you're an SOC member; there is absolute value in your membership from this standpoint alone.

Please take time to read the separate article outlining our new GAP product for SOC members, in this edition of your magazine. We're delighted with the early results, which underline the extremely good value on offer compared with other providers, particularly dealerships. For any enthusiast, the ability to trade up after a write-off is, in my view, compelling.

As always, we very much look forward to helping you with your insurance needs during 2013.

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HUGHES SAAB WELCOMES READING CUSTOMERS

with some familiar faces including Service Manager, Ian Jones

Experienced Saab service team

Starting out his career as an apprentice technician in High Wycombe in 1974, he then joined Saab GB in 1980 and worked as a technician. In 1983 Ian joined Haymill Saab in Farnham Common (which is now Hughes Saab). Most recently, Ian worked for Reading Saab from 1998 until January this year when the dealership closed.

Not only did Ian return to Farnham Common, he also brought along with him from the recently closed Reading Saab two of his trusted colleagues, Jim Mulgrew who has 25 years of Saab service experience and Keith Tegg who has eight years experience.

With a wealth of experience and a fantastic understanding of the motoring industry, Ian and his colleagues at Farnham Common really are the best team to look after Saab vehicles.

Free collection and delivery from Reading

At Hughes Saab of Farnham Common we will be extending our free collection and delivery service to include the Reading area for anyone who books in for a Saab service, as the recent closure of Reading Saab has meant some customers have been left without a local Saab dealership to look after their vehicle.

Although we're not too far away from Reading (around 30 minutes from the centre, and we can be easily found just off junction 6 of the M4), so if you would prefer you can book a while you wait appointment, or drop off your car and pick up one of our courtesy cars to keep you on the move.

About Hughes

Established in 1955, and first representing Saab in 1960, Hughes has come a long way since its early beginnings, but all the while we have expanded our operations to now represent nine brands across the local area, you can be rest assured that we have never lost sight of our loyal customers. Offering first-class customer service is second nature at Hughes, and we still embrace the same principles that made the original family run Station Road, Beaconsfield business so popular 58 years ago.

As you know there are no longer any new Saab's available to order, but if you are looking for a replacement car and would like to stick to the Saab brand then our sales team at Beaconsfield can help you to find a pre-loved Saab to suit you.

Hughes Saab offers Saab servicing, MOT's, maintenance, tyres and parts at our Farnham Common location, and Saab accident repair at Beaconsfield, giving you piece of mind in knowing that your Saab will be serviced and repaired by our expert technicians to the highest quality.

Get in touch we would love to hear from you

Ian and his team look forward to welcoming you to Hughes Saab and maybe seeing some familiar faces. Call us today on 01753 609595 or email service@hughes-saab.co.uk to contact us about your Saab.

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A VISIT TO SPA

Venue for the IntSaab2012

Part 2

Here we are at our hotel in Spa. It's Friday, 3 August and the event starts today. The organisers expect over 450 cars, which is a tremendous achievement for all concerned and so pleasing for all Saabists.

First off today is a visit to a local chocolate factory in Eupen, around 15 miles from Spa. Hopefully we'll be able to follow the route and can enjoy the countryside as we explore this region of Belgium. We headed off to Eupen early, looking forward to a relaxing journey in the sunshine. Unfortunately, about a mile outside the city limits our route plan failed and somehow we found ourselves on the motorway going in the general direction of Eupen.

We stopped for fuel in Eupen and bumped into a Swiss Saabist lady, who we had met in Finland. She was off to the car wash, with her cabriolet!

The confectionery empire of Jacques & Callebaut was just around the corner. We managed to squeeze onto an English speaking tour, led by a rather corpulent Belgian, speaking with a decidedly German accent. He outlined the process, the quality controls and benefits of consuming chocolate efficiently, albeit with some risqué innuendoes thrown in for good measure!

We both resisted the wide variety of confectionery temptations offered as we left the factory. (Mr Mars, you have nothing to worry about!) After a coffee stop in the town centre, we decided yet again to use the guide notes to reach our next stop, the Imperia Museum. (How many car museums does Belgium support?) However, again the route proved most interesting to follow and we somehow ended in a long forgotten but delightful village called Limbourg for a lunch stop. Here it was slow food, but worth waiting for. While dining, other Saabists gingerly crept by, as at this point the cobbles were dreadful and at various points no good for your wishbones!

After lunch, apart from a further U-turn, we managed to find the Imperia Museum, tucked away in a small village beside a river. There were a limited number of cars, but the owner, the grandson

of the original owner of the factory, was on hand to declare his passion for his cars. Here they assembled the Standard Vanguard (1949) and also the Standard 8 and 10, all for the European market. On show were a well preserved Jaguar Mk10 and a Rolls Royce. He was also pleased to show us his Volvo Amazon, in remarkable original condition, looking as if it could be driven straight out of the museum. Sadly, no Saabs were on display here.

On our return to Spa, with the aid of our satnav, we were efficiently shown to our place among many Saab C900s. We then registered with the organisers to collect our goodie bag, with further sample offers, directions and printed T-shirts. Returning to the car, we finished off a quick bit of detailing, so that we'd create the right impression for tomorrow's beauty contest. I did have a little help, but she was not available for the whole of the weekend!

We then enjoyed a delightful evening at the casino, with a bingo event to provide some pre-dinner entertainment, followed by a traditional Belgium supper of meat balls, beer and wine. We joined the table of a father and son-in-law driving a 96 who we had met on the northern pre-tour stage, a couple from Belgium (husband and wife plus chinchilla called Puma) and a young German couple, who like to make lots of interesting videos which can be viewed on YouTube. The evening went so well that when breakfast was served the following morning, some of us had woolly heads! (No names please.)

On Saturday morning after breakfast, after a quick visit to see the cars we decided to head off, with the roof down in lovely sunshine, to a subterranean museum at Stavelot. Here, a wide selection of racing cars was housed, and there was a concise history of the track at Spa Francorchamps. Also on display were pictures of some famous living and departed Formula 1 drivers. We were invited to view a video, with commentary, of the circuit with a dashboard view in either a car or motorbike. Great stuff! It made our efforts on Thursday evening look very amateurish.

There was also an interesting collection of black and white photographs of pre and post war Parisian scenes taken by a French photographer. The front section of the Abbaye Museum building is dedicated to local archeological finds, especially those found during the excavation of the abbey adjacent to the museum building.

After our cultural morning, it was time to return to Spa for lunch at a very chic French restaurant with rooms, which could be somewhere to stay in the future should either of us return with our wives. We needed to complete our individual entries for the beauty contest before 5.00pm. After that we soaked up the atmosphere, wandered round the individual parking lots and paid our respects to the second-hand Saab stalls, which had been joined by the local carbooters in all their glory!

We both purchased Saab emblazoned T-shirts along with other items to adorn and beautify J900 DSC. Since returning to the UK, the rear offside light cluster and Saab steering wheel badge have been fitted. We retired to change for the evening's Grande Soiree

Belge, again in the suitably positioned casino, across the road from the show ground. Who should we sit with tonight?

As you can imagine, all Saabists were interested to know if they might have success in the beauty contest. There were some interesting prizes if you were lucky. Sadly J900 DSC was pipped at the post, there being some very well turned out C900s on display. Well, there's always next year! So after the prize giving and various speeches, it was time to get down and boogie. We shared the table with a couple of French speaking Belgians and a French couple from Orleans. Our French was not quite up to scratch and their English was put to the test, so as you can imagine, it was fairly quiet on our table.

No, my wife was not in attendance to witness the dancing! Funnily enough, there really weren't that many dancers and after about half an hour, my Saabist companion and I were left on our own, the Belgians and the French couple had gone home to their hotels. A further 45 minutes were spent chatting to other diehard Saabists, listening to the band, before we called it a day. What delights would Sunday bring?

Another sunny morning and sure enough, we were able to go exploring on our own, having worked out a rough route the previous evening. After all, there are only a certain number of tyres we need to kick and we can do that back in the UK. So we were off to the highest point in Belgium, Signal de Botrange at 694 metres, situated near the Haute Fagnes or High Fens, a park of natural beauty. We explored via a broad-walk, returning for lunch. The sun was shining just as a troupe of 12 Triumph Stags joined us in the car park, in addition to a lonely white GT6.

After the departure of the Triumphs and GT6, the heavens opened as we drove to a hidden 14th century castle, Chateau de Reinhardstein, rebuilt in 1969 and now a tourist attraction. As we waited to join the tour party, we noted the outside toilet or in mountaineering parlance, 'the long drop'. It was right over the top of a small waterfall! Enough said!

After a while, with no activity on the castle tour, we knocked on the door of the castle and were invited to join a French speaking tour. During the tour we noted the weather deteriorating and, knowing we were parked in a field, wondered if we'd ever leave this place! Our journey to Malmady continued without further rain, having managed to extricate ourselves without having to hire a horse or tractor to drag C900 DSC from the car park.

There are advantages to running an automatic after all! I don't need a 4-wheel drive such as the one shown above. Badge engineered by General Motors, but certainly someone's pride and joy! We stopped for refreshments in Malmady and then returned to our Spa hotel. After an aperitif at the bar it was time for our last meal in Spa, and we were lucky enough to find a typical Belgium brasserie opposite our hotel where we both enjoyed a chateaubriand and chips with an excellent bottle of red wine!

Good night Spa, tomorrow we drive to France.

Nick Thursfield



Faulty Temperature Gauge?

I have a 9-3 2ltr turbo Victor 2006 combi, the temperature gauge has recently moved up one section from being half way normal running. This has suddenly accrued overnight.

When you remove the ignition key instead of the gauge zeroing, it remains on one section up, so in theory it is still running at the halfway mark but runs perfectly with this. No problem, but annoying.

I took the vehicle to a Saab dealership for an answer but was said never heard of it, they tried banging the gauge area, thinking the pin in the indicator might be stuck, no luck, they suggested to reset the system but there was no guarantee, or change the clock completely. Has anyone come across this situation?

Mr C J Forster

I have seen this before, the instrument needle has moved on the spindle, in fact I saw a similar fault on another 9-3 and it affected the rev counter, speedo, both don't return to the zero position. What I did to remedy this is drilled a very small hole in the perspex front and used a paper clip to reposition the needles, as the hole is small it will not be noticeable. The only other option is to strip down the unit after removal.

Slow Starter

Following your excellent recommendation on the reliability of Saab 2.2 TID engines in the 'Driver', which I agree with, I have a question.

My 2005 2.2 TID has now done 101,400 miles and runs as it should do with no faults. However I have noticed that in the last 10k miles or so when left for a few days in the damp, snow and cold winter weather it takes a good while to fire up. The battery is new and the car is serviced as per the schedules. It turns over but takes a long time to fire. I do wait until the glow plug light goes out to start. Is this a sign that the glow plugs need changing?

Also, thanks for the tips you provided concerning expected items that may need replacing as I intend to run the car for many more miles.

Brian Stanley

On all 2.2 diesels the injector bleed pipes can leak air into the fuel system causing it to drain back to the tank, this is more noticeable if the car is facing uphill, also if these are OK the injector seals can cause the same problem, however these are quite a big job to replace as the camshafts have to be removed in order to remove the injectors. In your case it could be the starter motor is tired, it needs to turn over the engine rapidly, a new starter can make a big improvement. If the starter sounds sluggish as though the battery is low, change it. Both these components can cause a breakdown. Another point regarding all 2.2 diesels, oil pressure switch can leak a large amount of oil, this is a cheap part to replace, I suggest this part should be replaced next time a service is carried out, at the same time change the crankshaft position sensor.

More Squeaky Wipers

With reference to John Widge's 'Squeaky Wiper' query in Car Clinic (Jan/Feb/March 2013 issue). I've been through the same 'pain'. I have a 2000 9-5 SE and have tried various makes of wiper blade including Bosch, Halfords, Valeo etc, but all of them gave the dreaded squeak and/or judder. I've tried cleaning the

screen and blades with various cleaners, which also resulted in no resolution to the problem.

Last year, I decided to search around for the modern flat type of blade after being very impressed by the set on my wife's new Astra. I found some on a well known online Saab parts site. They are Valeo XTRM Retrofit Flat Wiper Blades and at £48 at pair, aren't the cheapest wiper blades but have lasted over 10 months so far, have had no squeak or judder and clear the screen very well. I will definitely be replacing them with the same next time.

Chris Tapsell

Thanks for the feedback, the quality of wiper blades vary; it is best to use brand names in my experience for optimum performance.

Fuel Gauge Problems

Couple of things that may or may not be related. Last time I used the car I noticed that temperature was a little high and fluctuating. When I switched it off, the fuel gauge stuck on (about a quarter full).

Yesterday when I took the car out, the fuel gauge had dropped but did not work at all and the temperature stayed at the bottom of the gauge. I guess it is most likely that thermostat is stuck open and fuel gauge is broken, but could it be electrical? I ask because there are a couple of other minor problems – central locking intermittent and possibly a battery drain issue. I'm keeping the battery disconnected at the moment – it's quite new but keeps discharging (it was eventually draining over course of a week once weather got cold. Recharged it from mains at Xmas and kept it disconnected since).

Bleddyn Hughes

Check the earth point on the front x member next to the battery, this can be corroded and some of the wires may be disconnected. This won't affect the central locking, that fault is often the control unit under the pass side dash attached to the heater vent.

Steamy Windows

If you have any advice on the following, I would be very grateful. I realise all the symptoms may not necessarily be linked, but here goes. Windows mist up, accompanied by a musty smell. Not all the time, it just happens at odd moments. I changed the heater matrix a couple of years ago.

Then, on a longish motorway trip the heating stopped working. You could just get a trickle of heat by turning the climate control right up, and demisting was difficult. After a stop, the heater started working again. The check radiator light started coming on, initially intermittently, then all the time, even though the radiator is topped up correctly. The air con works, but gives up if it is very hot weather. A re-gas did not make any difference.

Thanks for any ideas you may have. The air con is an old problem, all the others are recent.

John Hill

There may be several issues here. Misting up can be caused by water blocked drains in the evaporator for the A/C, leaking heater matrix, and possible recirc flap motor jammed, Lack of heat could be partially blocked heater matrix, heater flap motor sticking, inside temperature sensor faulty, There is a level sensor in the expansion tank, could be faulty.

Staying Swedish

Regarding the Saab 9-5 KC07 NXY registered with you in my name, I have to inform you that I no longer own it since it was acquired by Chelmsford Saab in October 2012.

In some ways I am sorry to say it but I am now the very satisfied owner of a Volvo XC70, satisfied in that it ticks all the boxes the Saab did, plus a few more. Particular among the plusses are the fact that I now have a diesel, automatic, four wheel drive car, one that Saab did not include in any of their 9-5, 9-4X or 9-3X ranges of cars. It is the same length as the previous 9-5 range, rather than the overlong new 9-5, and is dramatically quiet compared with the Saab 9-5s I have had.

Overall, I have really enjoyed my 10 year experience of 9-5 Saabs, nice to drive and very comfortable, although I have commented to your magazine, not always published though, about the road noise and the recurring problems with the EGR and particulate filter. I have also enjoyed your magazine, particularly the 9-5 Register.

At least I stayed Swedish and didn't go for a German option.

Mike Plant

Finding Parts

I have recently been told by a former Saab dealer about a useful website which connects those who supply parts with those who need them.

Registration is free, and within a few hours of searching for a 9000 headlight, I had three responses from suppliers. Readers should look at www.carpartsconnexion.co.uk which also supplies Vauxhall and LandRover parts.

I also suggest that 9000 owners with headlamp problems have a look at www.uksaabs.com. There are several articles on that site relating to the fitting of BMW E36 (1991-1999) headlight units to our cars.

Christopher Darwin

Saving a Diagnostic Check

My 2001 9-3 (83,000 miles) displayed the 'Check Engine' lamp which is situated on the instrument panel just below the fuel gauge. According to my wife, it looks like a submarine!

Before contacting my nearest specialist to pay to have the TECH II tool attached for the diagnostics check, I had a good look around the engine compartment. I checked all the visible and easily accessible electrical connectors and pulled out and refitted the fuses.

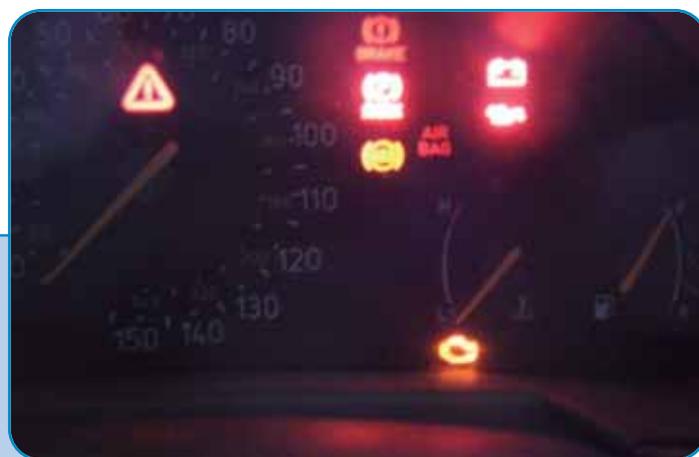
It was while I was checking the relays (see caution below) in the fuse box at rear left on the bulkhead that I saw what I was looking for. On the bulkhead adjacent to the fuse box and partially hidden by the suspension struts brace there is a 'device' with three vacuum hoses running to it. One of these hoses comes from the throttle body and this had become disconnected from the 'device'. When I attempted to refit the hose, it was apparent that it had perished, in that it had become hardened and crumbly.

I obtained a metre of 4mm internal diameter silicone hose (various colours available), from NEO Bros (where else?), cut a piece to suit and fitted it in place after first removing the throttle body cover for access, then the old vacuum hose.

Starting the car revealed that the fault was cleared. Success! As soon as I get the time I will set about replacing all of the similar hoses to prevent further problems.

I do hope this will help other owners and save them the cost of a diagnostics check, when it is quite an easy job for the average joe.

CAUTION: relays are best left alone because they are 'locked in' with a ratcheting tab (similar to a cable tie) which hooks over the top of each relay. If you bend back the tab and



remove a relay, then when you come to refit the relay, the tab will be locked. You will then have to unclip and lift out the complete fuse holders panel from within its box in order to release the tab lock from below, using a small screwdriver.

Phil Rivers

PS. If someone can shed light on what the above mentioned 'device' is, I would be grateful as I wasn't able to find any mention of it in the Haynes manual.

INTRODUCING SOC GAP INSURANCE

To kick 2013 off, SOC Insurance has launched two new products to give car dealers a run for their money.

Combination GAP and Valuation GAP top-up your insurer's payout in the event of a write-off/total loss to make sure you don't suffer any depreciation over the policy term.

And the good news is that the 3-year cover starts at less than £83 for cars valued up to £15k and even cars valued £50-75k can be covered for just £238. The cover is suitable for high-end cars too, with values right up to £125k.

Normally your insurer will just pay the market value (based on Glass's Guide) if your car is a total loss. But what happens if you still owe finance on the vehicle or it was a brand new car a year ago that lost thousands in value as soon as you drove it off the dealer's forecourt?

SOC Combination GAP Cover is only available within the first 90 days of ownership but it plugs the difference between your insurer's payout and either the original net invoice price or any outstanding finance amount (whichever is the greater).

SOC Valuation GAP on the other hand is for vehicles that have been owned for longer than 90 days but which are less than eight years old and have done less than 80,000 miles. This cover freezes your car's value for three years (using today's Glass's Guide valuation as the starting point).

SOC chairman, Mike Philpott, said "This sounds like a great product – just what some of our members will be looking for. I'm sure they'll want to benefit from the exceptional rates. We're grateful to Chris Knott Insurance for continually developing their service to help members with their motoring needs."

Neil Franklin, MD at SOC Insurance, commented: "If you're wanting to arrange GAP cover, you should be wary of just accepting the car dealer's offering, for example, until you've had a look at SOC GAP Insurance. This type of cover needn't be costly but some providers do take advantage. Our cover is much less expensive than many of the alternatives. Of course, we realise car insurance is the main reason for Members to contact us, but even if you don't yet have your car insurance with us our GAP cover can be taken as a stand alone product."

To request a GAP quote for your car you should call **SOC Insurance FREE on 0800 298 4071.**

You'll qualify for their current iPad Mini 16Gb WiFi promotion.

(See the SOC Insurance main advert on page 2 for details.)

PHOTO CORNER

A photograph of a SAAB 17 aircraft taken at the Duxford Airshow on the 10th July 2005 – Robert Lancaster



NOTICEBOARD

THE PEAKS & DALES SATURDAY JUNE 1, 2013

This is the 8th run in the Peak District area organised by the North West group. The run is around 130 miles and will start as usual at Windy Harbour Hotel in Glossop, Derbyshire and cars will start leaving at 8.30am.

This year we will have scones, coffee and tea en route at Biggin Hall, and later we will visit The National Brewery Centre where you will be able to have lunch and a tour of the museum and facilities. See www.nationalbrewerycentre.co.uk, www.bigginhall.co.uk

Windy Harbour offers bed and breakfast accommodation and camping/caravanning is also available*. There is other alternative accommodation nearby. See www.peakdistrict-hotel.co.uk

A route will be provided that will take you on a mystery tour of Derbyshire and will visit some local places of interest with stunning scenery on the way.

Some people will stay at Windy harbour, or you can just come for the day. There is an evening meal arranged on Saturday evening which costs £16 per person.

For those staying Friday evening we will have the usual optional trip to Compo's Fish restaurant in Holmfirth which is a 20 minute drive away.

**Please note you must book accommodation for Windy Harbour through me.*

For a booking form please call Richard Elliott on

01457 852944

or email technical@saabclub.co.uk



Swedish Day UK Sunday 12th May 2013

Haynes International Motor Museum

In 2008, Swedish Day was started when a gathering of Volvos and Saabs arrived for a pleasant get together at Haynes Motor Museum in Somerset. By 2010 the event had out grown the front car park and we moved into the museum's exhibition field.

Now, in 2013, the invitation once again goes out to all those interested in Swedish vehicles including Swedish commercial vehicles as well as all other Swedish products.

There will be a trade area alongside our sponsor's displays for all those interested in selling Swedish items and auto jumble. Setting up shop is free to do, we just ask that you sell Swedish related products. A donation of a product for the raffle is always welcome too.

Once again there will be no admission charge to visit the show either with or without a vehicle. A reduced entry fee to the museum is offered for occupants of Swedish vehicles. As always the event will be a leisurely day out: Come along, park up and meet old friends and new. There will also be prizes. Favourite Saab/Volvo, favourite truck, furthest travelled, to name but a few.

Application forms can be found on the website and they will also be in the presentation pack on the day if required.

Thank you very much for supporting the first years and we look forward to seeing you on the 12th May.

Please contact Robin at: Swedish Day, 10 Arundel Road, Yeovil, Somerset BA21 5JZ or Telephone 07515 112120

www.swedishday.co.uk

THE SEVENTEENTH LAKELAND GATHERING 2013 Camping Weekend 21st June - 23rd June 2013

This year will be the seventeenth year that the Cumbria Group has hosted the Lakeland Gathering.

For the past two years we have enjoyed drives in the Lake District. They have been so well received that we will be planning another drive this year, a different route, but hopefully just as enjoyable.

Although it is a camping weekend there are several local B&Bs and hotels close by. We provide tea and coffee all day (included in the fee), there will be gazebos where you can sit and chat, so not having a tent or caravan is no excuse!

As we use the Cockermouth Rugby pitch, there is plenty of room, dogs and children are very welcome. There are toilets and showers, and in the evenings we use the clubhouse and bar, it must be the cheapest pint in the area! It is also the cheapest camping locally; £8.50 per night, what a bargain! £3.00 for day visitors includes tea and coffee and sometimes biscuits.

There is no need to book, however, an email to let us know you are coming would be welcomed.

We are hoping for a fine, sunny weekend (one can always hope). The location will be signed with directional Saab signs, from the Shepherds' Hotel roundabout on the A66.

If you require any further information, please contact the Cumbria Group Secretary, Robert Morley, by email: morley_robert@hotmail.com or the Chair, Derek Best, 01900 814317, 077318 76558 or by email: derek@saabmail.co.uk

Draft Programme

Friday

- 19.30hrs Fish and Chips (must be ordered by 18.00hrs).
- 20.00hrs Welcome and social evening in the bar.

Saturday

- 13:00hrs Afternoon Drive.
- 18.00hrs Barbeque should be ready so you can cook your own food.
- 20.00hrs Quiz and Charity Auction in the Club House (please bring all your loose change).

Sunday

- 10.00hrs Car beauty contest.
- 11.00hrs Coffee morning, raffle and prize giving.
- 12.30hrs Carvery Sunday lunch at the Shepherds Hotel (Book by Saturday Evening).

Cockermouth Rugby Club

Grassmoor Sports Centre, Strawberry How, Lorton Road, Cockermouth CA13 9XQ, Cumbria.

Ordnance Survey Grid Reference NY 132299

Regional Group Meetings, information and Contacts

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

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

EAST ANGLIA SAAB

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

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

EAST MIDLANDS SAAB

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

Contact: Peter Briggs
T: 01623 432531
p.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 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

NORTH OF SCOTLAND

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

APRIL

SUNDAY 7th
South West Saab
Family Treasure Hunt
Robin Morley
07515 112120
robin@southwestsaab.co.uk

Saturday 20th
South West Saab
The Footman James 33rd Bristol Classic Car Show
Robin Morley
07515 112120
robin@southwestsaab.co.uk

Saturday 27th
South Yorkshire Saab
Visit to Crich and pub meal
Contact: saabinn@virginmedia.com

Sunday 28th
North of Scotland Group
Saab Gathering at Grampian Transport Museum, Alford, Aberdeenshire AB33 8AE from 12 noon. Contact: saabgathering@caims27.plus.com

MAY

Sunday 5th - Monday 6th
South West Saab
50th Anniversary Flag Collection

Wednesday 8th
East Midlands Saab
Celebrate SOC 50th Anniversary Quiz and Buffet 8.00pm
Red Lion, Kegworth DE74 2DA
Contact Peter Briggs
p.briggsts@ntlworld.com

FRIDAY 10th - SUN 12th
Saabs Go Roman
Contact: Rich Bone 0121 288 2663
webmaster@saabclub.co.uk
For more information go to page 33.

Saturday 11th
South West Saab
Swedish Day Carvery
Robin Morley
07515 112120
robin@southwestsaab.co.uk

Sunday 12th
Beds, Bucks & Herts
This will either be Swedish Day at the Haynes Museum in which case we may not have a meeting on the Saturday or it will be at the Bedfordshire Classic Car Show at the Sharnbrook Hotel

South West Saab
50th Anniversary Flag Hand Over

FRIDAY 17th
Dinner at Ye Olde Cheshire Cheese, Fleet Street, London
Contact: Alistair Philpott 01845 587176 registers@saabclub.co.uk
For more information go to page 34.

Wednesday 29th
South Yorkshire Saab
Natter 'n' Noggin
Contact: saabinn@virginmedia.com

JUNE

SATURDAY 1st
Peaks and Dales
See page 15.

Turners Hill Garage Limited

W H E E L S

SAAB ALLOY WHEEL SETS OF FOUR



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SAAB

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STOCKS
LAST!**

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



Steve wants your dates!

Steve will be grateful if all Local Groups can submit their events for 2013 as soon as they are planned. Please e-mail any events to Steve 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 June/July 2013 issue is 3 May 2013.
PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE
PLEASE SEND STEVE YOUR DATES AS SOON AS POSSIBLE!

Saturday 8th
Beds, Bucks & Herts Club Treasure Hunt & Picnic!

Saturday 16th
South Yorkshire Saab
 Pat's Barby
 Contact: saabinn@virginmedia.com

FRIDAY 21st - SUN 23rd
The 17th Lakeland Gathering 2013
 Contact: Derek Best, 01900 814317, 07731 876558, derek@saabmail.co.uk or Robert Morley; morley_robort@hotmail.com
 See page 15 for details

Sunday June 23rd
Beds, Bucks & Herts
 Haynes Village 100 Classic Car Show and Parade

Wednesday 26th
East Midlands Saab
 Summer night out, more details later
 Contact Peter Briggs
p.briggsts@ntlworld.com

FRIDAY 28th - SUN 30th
Saabs on the March
 Contact: Alex Rankin 01935 431196
therankins565@btinternet.com
 For more information go to page 35.

Friday 28 - Sunday 30th
South West Saab
 Driving Tour, details to come
 Robin Morley 07515 112120
robin@southwestsaab.co.uk

Sunday 30th
South West Saab
 Yeovil Classics
 Contact Robin Morley
 07515 112120
robin@southwestsaab.co.uk

JULY
Wednesday 24th
Beds, Bucks & Herts
 SAAB night @ the Ace Cafe, London

Saturday 27th
South West Saab
 Trip to Beaulieu
 Robin Morley 07515 112120
robin@southwestsaab.co.uk

Tuesday 30th July - 2nd Aug
Lake District & Scotland Pre-Tour
 See page 30

Tuesday 30th July - 2nd Aug
East Anglia Pre-Tour
 See page 30

Wednesday 31st
East Midlands Saab
 Summer night out, more details later
 Contact Peter Briggs
p.briggsts@ntlworld.com

AUGUST
FRIDAY 2nd - SUN 4th
International Saab Clubs Meeting 2013
 See page 26.

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

Monday 5th - 11th Aug
Cotswolds & Wales Post-Tour
 See page 30

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

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

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

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sales@gsexhausts.co.uk quoting your name, address, membership number and relevant vehicle details including registration number.

All major credit cards are acceptable along with cheques and BACS payments.

Please visit the website at <http://www.gsexhausts.co.uk/>

Think stainless, with a lifetime guarantee and benefit from the special club prices as so many have already.

Order in good time, so as to avoid disappointment when your present exhaust fails.

This scheme is offered without any liability or recourse to the club or its officials.

Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE
V4 95		£357.10
90 2L SAL	84-86	£317.90
99L GL EMS GLS GLE SAL	76 on	£315.56
900 GL GLE EMS GLS CD	79-83	£315.68
900 900i	85-90	£361.77
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
900i 2.3L CAT 16V	10/93 on	£413.94
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 2.0i CAT B2041	02/98 on	£430.58
9-3 2.0i CAT Turbo B204L	02/98 on	£423.92
9-3 2.0i 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

Catalytic systems are supplied excluding front pipe and CAT. Front pipes and CAT can be obtained upon request.



Hello and welcome to another 'Around the UK.' I hope you have all been well, and preparing for a really busy year of Saab events ahead, there is so much planned, so we will come to that later.

I really have to start with a massive apology, and this time, the sincere apology goes to Mark Blewitt, after all the banter and talks I have had with him over the years, and after Mark made an epic journey last year from East Anglia to help out at the NEC... I called him Dave (??) in the last Driver. Wow, that's unbelievable. Well there you are Mr Blewitt, I said I would publicly apologise and there it is.

Right then, moving swiftly on, I had an email from David Hall, who is a member of the Eric Morecambe fan club. For you youngsters who are lost with this name, he was a great comedian who appeared on television, in many films and also had a regular programme with his sidekick Ernie Wise. Ahh bliss. This was at a time when there was good clean comedy with a hint of 'sauce' to make you laugh. Oh the good old days... anyway I digress... Dave informs me that Eric used to drive a Saab 99 with the registration XDP 2UT, and wonders if it is still in circulation whether on the road or laid up. If you know the whereabouts of this vehicle or

have even stumbled on it in the past, please contact Dave via email: ericmorecambefanclub@yahoo.co.uk

Saab Owners Club GB Golden Flag Tour

This year sees the Saab Owners Club GB celebrate 50 years of being an internationally recognised Club, and coupled with this, the SOC is proud to be the host of the International Saab Meet for 2013. Along with the many events planned and still being organised is a Tour of the Golden Flag. 'What does this mean?' I hear you cry. Well, the Golden Flag is literally that, a Flag emblazoned with the SOC logo in Gold (a similar logo was produced for the Ruby year). The Flag will be at a venue near you during the run up to the International Festival at Wicksteed Park, Kettering. I do have the dates, but at the time of writing this it was still a work in progress. Please feel free to call me, or better still keep an eye on the events calendar as I will be updating it on a regular basis.

Saab Meeting

Saturday, 23 February found me at a loose end. With no rubbish shifts to work, I had assisted in all the housework, and sort of cleared some of the winter debris from the garden, so I decided to pop along to meet some of the guys at the local Saab meet. (Well, local to me!) It's the MMM organised by a true Saab fan, Eddmaster (Adrian). I turned up at midday to find a couple of Saabs already parked. Obviously the owners had gone for a coffee in the services. After a few short minutes of loneliness, as if by magic, everyone reappeared, and the numbers swelled to 10 cars: brilliant meet for a cold Saturday morning at Tamworth Services.

All correspondence to:
ELLIE WILSON

43 Towbury Close, Oakenshaw South, Redditch, Worcestershire, B98 7YZ
Tel: 01527 403596 E-mail: branches@saabclub.co.uk



It was also good to put some more faces to names I see pop up on websites: Jeff the Chef, Nemessimoo (nice car) and PIES CJ with a very nice looking 9-3 convertible Aero. As we were limited to just two hours parking, it was off just around the corner to refresh ourselves with a glass of lemonade, except of course Michelle (she is great) who could not refuse the offer of a Sambucca from hubby Eddmaster! The pictures attached shows Noobtune doing a spot of impromptu tuning... yes... in the services car park!

Almost finally...

I would like to thank Eddmaster (Adrian) and Michelle for a great night out on Saturday 2 March. It was Michelle's 40th birthday (and still having fun), the car park was filled with Saab cars, and Members from far and wide attended. The party was in Leicestershire, yet we had Members such as Os and Alison from London, Meatfeast from the Northwest, and Jeff the Chef ...from somewhere far!! There was a Champagne reception, (Mrs Elli had one too many) and a fantastic buffet, the entertainment was first class, and the dancing displays by some Members were...well let's say entertaining! (Not going to mention Mr Ben!) There is an ongoing joke about great places to go for a night out, and apparently Chesterfield is the new buzz spot in the UK. If you are in Chesterfield and can confirm this, I would love to know! I am deffo going now, but before I sign off, I just want to warn you that I am going to a Christmas dinner in ...April, yes that's right, it is being organised by the East Anglia Saab Club. Don't worry I will report back on that in the next issue, I have seen the menu, and yep, turkey with all the trimmings and mince pies are on the menu. I am sure they need a reminder of when Christmas actually is. I went to another of their Christmas parties a few years ago... and I am sure that was in May!

And finally...

In June 2004, Saab released the all new 9-2x (Saaburu). The 9-2x features excellent driving dynamics with its sophisticated all-wheel drive system and turbo performance, as well as great versatility with its hatchback body style (too similar to the Subaru WRX). Two engines are available for the 9-2x: a naturally

aspirated, 2.5-litre, horizontally opposed four-cylinder, rated at 165 horsepower on the base Linear model, and a 227-hp turbocharged, 2.0-litre four cylinder engine in the Aero.

August 2005: Presenting the 9-7x. It's Saab's interpretation of the sport utility vehicle. Being very un-Saab-like, there are no turbocharged power plants available for the 9-7x. Your choice of power comes from either a 275-horsepower, 4.2-litre inline six cylinder engine, or a 300-hp, 5.3-litre V8. Coupled to these engines is an electronically controlled four-speed automatic transmission. Sadly none of these cars were offered for sale in the UK, but who knows what gems we may get in the future?

Well that's all for now, and I hope to see you very soon at an event during 2013 ...keep the faith, keep Saabing!

Elli

I really don't like ending on a sad note, but I need to send my sincere and personal condolences to the family of Nic Schellekens, who passed away in March. I first met Nic in Sweden at the 60th anniversary, then we had a catch up during organising the Save Saab Event (UK). We even shared a drink or two at the Huy event in Belgium organised by Ettienne Morsa. Nic was looking forward to coming to this year's International in the UK, and will be greatly missed by all of us... Nic, we will be thinking of you, RIP.



SAAB AUTHORISED SERVICE CENTRES



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To advertise in our exclusive Saab Authorised Repairers' listings. Please contact Kay Scott
TEL: 01943 461679 OR EMAIL: kjsadvertising@btinternet.com

BEDFORDSHIRE

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: beechwoodsaaab.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	yes	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,
Davyfield 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
GREENHOUS 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: holdcroftsaab.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 3PN
T: 01243 574 141
W: lewis saab.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

YORKSHIRE
LEEDS
ROBERT BOWETT SAAB
Low Road, Hunslet,
Leeds, LS10 1RB.
T: 0113 277 6099
W: robertbowettsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour



A NEW LIFE FOR VERONA

What a surprise when we looked at the latest copy of 'Driver'. The 'sad' Verona Green 96 at the nursery near Inverness, (photo taken by Chris Silver) is our project for the next 18 months or so.

We, or to be more correct, I (Andrew), had been badgering Alasdair at the nursery for a couple of years to part with the car. He had intended putting it back on the road but pressure of work had made this impossible and consequently the car had been standing for about 12 years. As you can imagine it needs a lot of welding and probably a lot of new mechanical parts. The car has not been botched so hopefully everything will be straight forward. The aim is to restore the car with minimum alterations other than safety, better ignition and cooling modifications. The engine will be fully overhauled, body dipped, welded, and re-sprayed in its original Verona Green. The car cost me a small donation to Macmillan Cancer Care.

We also have a 1975 Saab 95 which is away at the paint shop being painted in its striking Orange Sunset/Indian Summer colour. I bought the car last April via an advert in a classic car magazine, unseen with a new MOT and Tax. It had recently been completely painted. I intended travelling from Nairn to Northampton and driving the car back, and following extensive communications with the seller he thought this was a good idea. After a bit of pricing up haulage it actually worked out cheaper to have it brought up, which turned out to be a lucky decision. To refresh my memory of the underside of the 95 I arranged with the local garage to use their ramp, and inspected

it in the company of their MOT mechanic who commented that the car was older than him. After many sharp intakes of breath and 'tutting' sounds he pointed out many faults which would have precluded an MOT pass. The car should never have been issued with an MOT. Because of its dangerous condition, I reported it to VOSA and when they inspected it a month after its arrival they found two pages of faults including some marked 'dangerous'. The under body had been very badly welded, and there was complete brake failure due to a cross threaded bleed nipple in a calliper. Much unplanned mechanical work had to be done, discs, pads, brake pipe, shock absorbers, steering rack boot, ball joints, track rod ends and a rear spring to change (the car had a three inch lean on it) plus lots of minor repairs. The bodywork looked as though it had been painted using a yard brush. You would think a sheep farmer would know better than to buy unseen, but in my defence many of the faults were hidden and would not have been apparent without access to a ramp. Hopefully the car will be completed and back on the road April/May time.

We had had Saab 96s back in the 1970s and cannot remember why we stopped keeping them. I will be in touch with some photos when the 95 is finished.

Andrew and Ann Newstead

'Splatting' new Members in 2013 – make your marque!



www.saabclub.co.uk



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- Technical information and help
- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



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or phone **01954 232810**

Please quote Ref. No. AM13

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

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

If you need any more 'splat' cards we will be printing a further set in the next issue, but if you can't wait contact fiona@mypec.co.uk 01423 796262 for more.

www.saabclub.co.uk

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Hi everyone – we wanted to take this opportunity to share with you further details about the International meeting in August.

You will find the booking form and details of the catering plans, pre-event tours, the post-event tour and associated trips/activities throughout the weekend elsewhere in this 'Driver'. We hope that most of you will be able to register online at www.intsaab2013.com but for those who are unable to do so, please send your completed booking form to Mark Edgar at the address on page 29 – a photocopy of the form is fine if you don't want to pull your magazine apart!

I think it is worth explaining a little about the format of the event, as it is not quite the same as you may expect from our traditional 'National rallies'. The International events are three day events, with Friday and Saturday night meals included, usually with evening entertainment too.

We chose this venue because it offers a huge variety of family entertainment, as well as good quality camping facilities and excellent catering. We are working hard to ensure that the 2013 'International' is a family event that appeals to everyone, not just the Saab enthusiasts, so you will see we have organised a few 'extras' that we hope will appeal to all your family.

There is usually a 'Sunday Only' option, which in some cases has been free because the organisers have had little other than a line-up of cars to offer. In our case, we are doing more than this and there will be a charge for Sunday guests. However, whether you come just for Sunday or for the whole weekend, you will still receive the same Welcome Pack which will include some special gifts, unique to this event.

We have tried to minimise the price for either option (full event or Sunday only) and indeed, the organising Clubs are providing a substantial subsidy for our Members. You will also see that we have made the decision for non-members to join us rather easy, as if there are more than two in a party it pays them to join up. However, there is no escaping that the event will cost you more than a traditional National. We recognise this, but we think that once you consider what is included, you will see the value. It certainly represents at least as good value as the recent Internationals held on the continent.

OUTLINE PROGRAMME

PRE-EVENT TOURS

Tuesday July 30 - Friday August 2

- Lake District and Southern Scotland
- East Anglia

Friday August 2

- Arrival and registration
- Exclusive private ride hire in Wicksteed Park!!
- Welcome buffet supper and event opening

Saturday August 3

- Registration
- Local tour and visit
- Scenic tour of the area (optional – can be done at any time throughout the weekend, or after!)
- Coach trip to Althorp, family seat of the Spencer family and burial place of Diana, Princess of Wales
- Technical talks and demonstrations
- Spares/swap meet and trade stalls
- Traditional 'Village Fete' with a Saab twist
- Car displays
- Celebration banquet and entertainment with live music from Backbeat

Sunday August 4

- Beauty contest/concourse
- Spares/swap meet & trade stalls continue
- Awards ceremony & traditional cream tea

POST-EVENT TOUR

Monday August 5 - Sunday August 11

- Cotswolds and Wales

ACCOMODATION & CAMPING

Accommodation is down to you, for those who wish to stay on-site we have negotiated a 10% discount on weekend camping at £18 per unit per night on the Wicksteed Park rally field. Booking is direct with Wicksteed, they will accept bookings for camping from 1st April 2013. You can extend your stay before or after the weekend at the time of booking, you just have to pay the normal rate for the extra days (which is lower than the weekend rate).

We still need more volunteers to help out over the weekend, and also with some of the organisation leading up to the weekend. If you would like to help, please just let me know.

This is our Club's 50th anniversary year and we have worked really hard to put on a show that will be truly memorable. We very much hope to see you there!

Alistair Philpott



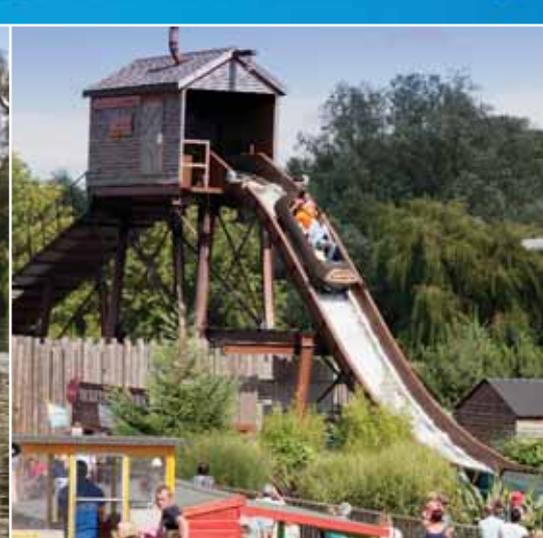
WICKSTEED Park

Booking Forms



International Saab Clubs Meeting Great Britain 2013

Celebrating 50 years of British Saab Clubs



2013 INTERNATIONAL

BOOKING & PAYMENT INFORMATION

If at all possible we would appreciate if you could register for the event via the website www.intsaab2013.com

This allows us to process your registration and invoice you online, and provide the best audit trail for your booking. However we do realise that not everyone in the Club is able to do this so you can also send in a paper registration to Mark Edgar at the address below.

Once you have registered online, you should receive an automatic confirmation of your booking. If you do not receive this within two days of registration, please contact us and we will investigate. It may be that you have entered the wrong email address, or there may be some technical cause for the delay. If you register by post, allow at least 10 days for an acknowledgement.

Please complete one form per car

These prices include access to Wicksteed Park on Friday and Saturday, event rally plate, welcome pack/goody bag, Friday evening reception and welcome supper, Saturday evening banquet, entertainment and celebrations and Sunday's traditional cream tea.

Please note: Access to the Park is included in your booking fees for Friday and Saturday only. Access on Sunday will cost £6 per car, payable on entry for all attendees except campers. This is due to Wicksteed Park event pricing policy and is beyond our control.

MAIN EVENT PRICING & PACKAGE

- Welcome pack including event information, special gifts, details of all activities and the tour
- One welcome pack will be provided for each car, special gifts will be for each person
- Access to the Park on Friday and Saturday
- Access to the Event on Friday, Saturday and Sunday
- Friday night welcome supper

Yellow section Complete the contact details required, one booking required for each car.

Pink section State the number of guests in each age group in the appropriate box.

Green section State the name of each passenger in the car.

Orange section Tick the appropriate box to indicate menu choice, see menu details on the programme section of our website and on page 30.

- Saturday night exclusive use of two theme park rides before dinner on Saturday
- Saturday night Celebration Banquet and entertainment
- Sunday afternoon cream tea

Please note: Seating is limited to a maximum of 600 on Saturday and 700 on Sunday.

	Club members	Number in Party	Non-members	Number in Party
Adult	£75.00		£100.00	
12-16	£50.00		£75.00	
7-11	£35.00		£50.00	
0-6	Free		Free	
Althorp Trip – Adult	£20.00		£20.00	
Althorp Trip – Child	£15.00		£15.00	

Please Note: If the party leader is a member of a recognised Saab Club (as listed) then the whole party will be considered to be members

SUNDAY ONLY EVENT PRICING & PACKAGE

- Welcome pack including event information, special gifts, details of all activities and the tour
- One welcome pack will be provided for each car, special gifts will be for each person
- Access to the Event on Sunday only
- Sunday afternoon Cream Tea

Please note: Seating is limited to a maximum of 700 on Sunday. We will only accept registration for up to 100 Sunday-only guests until the main event registration has closed. Once we know if there are spare seats available for Sunday we will open up registration for additional Sunday-only guests.

	Club members	Number in Party	Non-members	Number in Party
Adult	£25.00		£35.00	
12-16	£12.00		£18.00	
4-11	£10.00		£15.00	

MEETING OF SAAB CLUBS

Friday to Sunday 2-4 August 2013

By April 15 you will receive a further acknowledgement of your registration along with an invoice for the payment due. You will need to pay by May 31.

We will be able to accept PayPal and credit card or debit card payments. We hope this will avoid the need to incur international bank transfer fees which can increase your costs significantly. If for some reason you are unable to pay

by one of these methods, please contact us and we will seek to provide an alternative method and where possible minimise your costs.

If you need to change your booking details, again please contact us and we will try to accommodate your change.

CONTACT AND CAR DETAILS

Name of Party Leader	Email
Address	Saab Club
Postal / ZIP code	Saab Club Membership no.
Country	Car registration number
Mobile/cell number <small>(Include country code)</small>	Year of car
Please add any special details of car	

GROUP DETAILS AND MENU SELECTION FOR SATURDAY NIGHT CELEBRATION BANQUET

Guests	Party leader	Passenger 1	Passenger 2	Passenger 3	Passenger 4
First Name					
Surname					
Adult Vegetarian					
Adult Venison					
Adult Poussin					
12-16 Vegetarian					
12-16 Venison					
12-16 Poussin					
7-11 Vegetarian					
7-11 Venison					
7-11 Poussin					
3-6 Child's meal					
Please list any special dietary needs in the adjacent box:			<p><i>Children 12-16 will receive an adult meal portion. Children 7-11 will receive a half meal portion. Children 3-6 will receive a third portion on Friday and child's meal on Saturday. No meals will be provided for infants 0-2. Full menu details are printed overleaf.</i></p>		

Please register for the event online at www.intsaab2013.com If you are unable to do so, send your completed booking to: Mark Edgar, 15 Golden Riddy, Leighton Buzzard, Bedfordshire LU7 2RH

MENU INFORMATION

FRIDAY AUGUST 2 WELCOME SUPPER (buffet)

Traditional British Fayre
Scottish beef casserole
Lancashire hotpot with Welsh lamb
Chicken in a west country cider,
tarragon & cream sauce
Cod goujons & chips

Or
Asparagus quiche
(Vegetarian option)

Side dishes
Bowls of tossed salad
New potatoes
Bread rolls

Desserts
Eton mess
Fresh fruit salad

Children 3-12 will receive smaller portions of these dishes.

SATURDAY AUGUST 3 CELEBRATION BANQUET

Starter
Fan of honeydew melon

Main Courses
Choose between:
Venison wellington
Apricot and chestnut stuffed poussin
Mediterranean vegetable wellington
(Vegetarian option)

Dessert
Individual chocolate junkyard

Cheese
Three-cheese cheeseboard
All English cheeses, one blue, two regional,
served with biscuits, fruit & celery

Children 7-11 will receive smaller portions of these dishes.

Children's menu (3-6 years old)
Wicky's chicken teddies
served with chips and baked beans
Vanilla ice cream

SUNDAY AUGUST 4 TRADITIONAL ENGLISH CREAM TEA

Scones
Clotted cream
Strawberry jam
Tea or coffee

Under 12s
Biscuits/cookies, juice, etc.

Please ensure you state any special dietary needs (e.g. gluten-free, low sodium, etc) in the box on the menu choices section of the booking form. We will do our best to accommodate any special requirements.

Note No meals will be provided for infants 0-2 years old.

2013 MEETING OF INTERNATIONAL SAAB CLUBS TOURS BOOKING FORM

IMPORTANT

You may book for one pre-event tour and/or the post-event tour. Do not book for both pre-tours unless you can be in two places at once!

Instructions for completion

Please state the number of people in your party to confirm your intention to join the tour, and then fill in the total price.

Notes:

- Please fill in one form for every car and return with your main booking.
- You will receive an email confirming the cost of your package for the pre-tour and payment instructions.
- Once you have paid you will then receive a confirmation by email.

TOUR	Price per Person	Number in Party
Lake District & Southern Scotland pre-tour Tues 30th July - Fri 2nd Aug Includes road book, a commemorative car plate, the first night's Barbecue and tea or coffee at various times over the four days.	£25	
East Anglia pre-tour Tues 30th July - Fri 2nd Aug Includes road book, a commemorative car plate, Tuesday welcome buffet meal and Thursday barbecue.	£25	
Cotswolds and Wales post-tour Mon 5th Aug - Sun 11th Aug Includes road book, a commemorative car plate, plus additional items to be confirmed.	£25	
Althorp Trip Sat 3rd August Coach leaves Wicksteed Park at 1.00pm, arriving Althorp at 1.30pm then returns at 4.30pm arriving back at 5.00pm. Full details will be provided in your Welcome Pack – this trip is limited to the first 50 bookings.	£20 adults/ £15 children	

Please note that no accommodation is included in the East Anglia tour or the Cotswolds and Wales tour. Details of the itinerary are included in the tour description on page 26. You are responsible for booking your own accommodation. Once you have submitted your registration for the tours, you will be contacted by the tour organiser to confirm details.

Chalet accommodation is available for the Lake District and Southern Scotland tour and will be limited to the number of beds available. Camping accommodation is unlimited, subject to a maximum of 60

total participants on the tour including those in the chalets. Once you have submitted your registration for this tour, you will be contacted by the tour organisers to confirm your accommodation requirements.

Please Note: The tour itineraries are correct at time of publishing but as they involve activities and organisations outside our control they are subject to change. We will do our best to inform you of any change in advance, but we cannot guarantee to do so.

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THE SOC CELEBRATES 50 YEARS!



Although we published a February deadline for booking these events, due to demand we have been able to secure additional hotel rooms and can now extend the cut-off until May 1.

Please book online or contact the appropriate meeting organiser listed on the next few pages.

This year we celebrate the Golden Jubilee of our Club. It is hard to believe that it has been half a century since a small number of totally dedicated Saab enthusiasts met in 'Ye 'Old Cheshire Cheese' in Fleet Street, London, to form what has become one of the largest and most influential Saab Clubs in the world. We all owe a lot to those pioneers of the early Saabing days.

We have developed a number of ideas and initiatives to celebrate our big birthday in style, which you will read about throughout this year here in 'Driver'.

The first is a series of runs and meetings in four different locations around the country. We all have the opportunity of joining at least one of them within reasonable travelling time

and distance. You will also see that you have the opportunity to make it a full weekend break in some very nice hotels or just the run if you want to make your own accommodation arrangements.

Please read on for more details of each location and we look forward to seeing you on one or more of the events near you.



SAABS GO ROMAN

10-12 May 2013

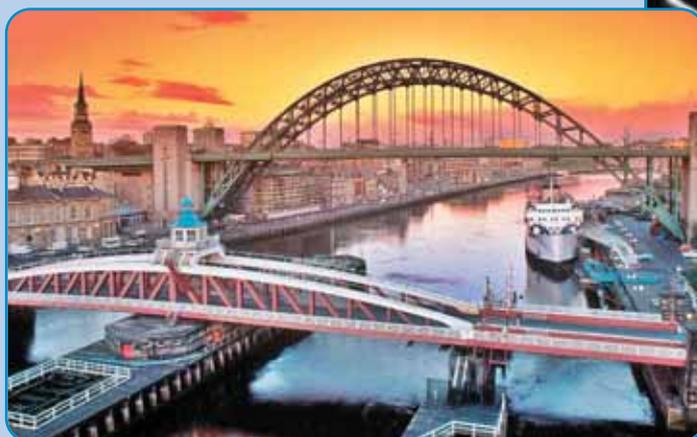
Behind every stone, secrets, and tales, can be found when Scandinavia met Anglo-Saxon England. The Normans raged against the Vikings and the Scots clashed with the Romans, Normans and English. Could there be a more fitting place for a Saab?

After meeting up on the Friday night for dinner, we will be bedding down for the night then spending Saturday travelling through the Northumberland National Park to Alnwick Castle (the real Hogwarts). You can admire the splendour of the largest inhabited castle in Europe or fight an imaginary battle against he-who-must-not-be-named. We will then journey through the splendour of the North East, back towards Newcastle. Another evening of food and drink awaits, along with an opportunity to give your cars a quick spruce up in preparation for Sunday.

The Sunday will be slightly different with a visit to Kielder Castle and their classic car parade, celebrating 40 years of the Kielder Forest Drive. As a special treat, we have been invited to lead the parade along the Forest Drive of 12 miles of authentic rally scenery with Saab leading the way. A fitting end.

At the time of writing, the accommodation details are still being finalised, but full details will be available by the time 'Driver' hits your doormat. We are aiming to keep the package below £100 each based on two people sharing and will include:

- Two nights' dinner, bed, and breakfast
- Entry to Kielder Forest Drive
- A tour pack of interesting places to visit
- A souvenir Rally Plate to commemorate the event



Alternatively, you may wish to join us for the tours only at a cost of £23 per car to include Kielder Forest entry, the commemorative rally plate, and route instructions.

For more information and a booking form, please contact Rich Bone at webmaster@saabclub.co.uk or on 0121 288 2663. Alternatively, you can find more information and the booking form on our website.

www.visitnortheastengland.com



WHERE IT ALL BEGAN... 'YE OLDE CHESHIRE CHEESE' ON FLEET STREET, LONDON

Friday, 17 May 2013



An informal dinner meeting of Saab Owners Club Members at the actual venue used for the inaugural meeting of our founder Members, which took place on 17 May 1963.

To celebrate 50 years of the SOC, we have arranged dinner at 'Ye Olde Cheshire Cheese'. It has a very long history and the present building dates from its rebuild shortly after the Great Fire of 1666, but there has been an inn on the site since 1538.

'Ye Old Cheshire Cheese', is a traditional City pub in what was once the heart of journalism for London and, indeed, the rest of Great Britain. We have kept this event informal to reflect the original meeting held in the wine cellar bar of the pub.

Food at this traditional 'spit & sawdust' pub is simple, but excellent, as befits a place that has hosted Samuel Johnson and Mark Twain. A set three-course menu will be available for £27.50.

Unlike the other regional 50th Anniversary events, we have not arranged a tour as we expect most people will travel by public transport. Nor have we arranged any accommodation for this event. There is so much variety and choice of accommodation in London, we felt for those wishing to stay it was easier for you to book a hotel to suit your budget and preference. For those who are local you can return home easily. For those wishing to stay over but who are unsure about accommodation in London, we have prepared some suggestions. Please contact Alistair Philpott for details.

Those staying in London are free to enjoy the many attractions our capital city has to offer. There is no need to do things as a group if you do not wish to, but feel free to make plans with your friends if you wish.

However, we would recommend a visit to the Science Museum to see the 1956 Saab 93b in their display of small European cars from the 1950s and 1960s!

We very much hope to see as many of you there as

possible. Numbers are strictly limited to a maximum of 50, so please be sure to book early or risk disappointment!

For more details and a booking form please contact Alistair Philpott at registers@saabclub.co.uk or on 01845 587176. Alternatively, you can find more information and the booking form on our website.



Ye Olde Cheshire
Cheese in 1963

PEAKS AND DALES

Saturday, 1 June 2013

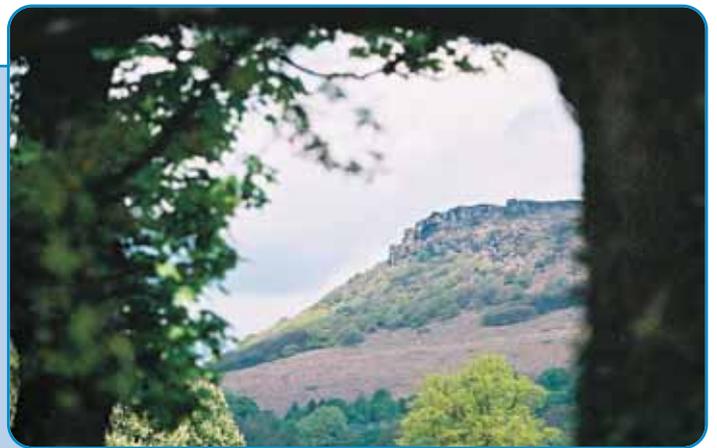
This is the 10th run in the Peak District area organised by the North West Group. The run is around 120 miles and will start as usual at Windy Harbour Hotel in Glossop, Derbyshire and cars will start leaving at 8.30am.

A route that will be provided will take you on a mystery tour of Derbyshire and will visit some local places of interest with stunning scenery on the way.

Some people will stay at the Windy Harbour, where camping/caravanning is also available, or you are welcome to just come for the day. There is an evening meal arranged on Saturday evening which costs £16 per person.

For those staying Friday evening, we will have the usual optional trip to Compo's Fish restaurant in Holmfirth, which is a 20-minute drive away.

We look forward to seeing you in June for what will be an



interesting day with all our Saab friends. Our thanks go to Mike and Veronica who, as usual, will plan the route during the winter for our enjoyment.

For a booking form please call Richard Elliott on 01457 852944 or email technical@saabclub.co.uk

www.peakdistrict-hotel.co.uk/



SAABS ON THE MARCHES!

28-30 June 2013

Come and join us for a weekend's driving tour taking in the beautiful Welsh countryside of the Brecon Beacons and Wye Valley.

Designated a National Park in 1957, the Brecon Beacons is situated in mid-Wales and contains some of the most spectacular and distinctive upland formations in southern Britain. The park occupies 519 sq miles of mountains, moors, forests, pastureland, lakes and the broad Usk Valley. The easternmost highlands in the park, lying between Abergavenny and Hay-on-Wye, are the Black Mountains (old red sandstone), the highest point being Waun Fach at 2,660 ft.

Our tour will be based at the Hampton by Hilton Hotel on the outskirts of Newport. This new modern four-star luxury hotel serves a complimentary hot and cold buffet breakfast to start your day and there's a friendly bar where you can end your evening.

Recreational amenities include a fitness facility, there's complimentary wireless Internet access in the hotel's public areas, and the guest rooms come with desks, sofa beds, LCD televisions and blackout drapes.

Our package for the weekend will include:

- Two nights' dinner, bed and breakfast
- Dedicated free secure parking area for Saabs only
- A tour pack of interesting places and rest stops along the way
- A souvenir Rally Plate to commemorate the event

The cost will be £90 per person based on two people sharing. If you wish to make it a longer break by extending your stay, we have negotiated a B&B rate of £25 per person with an additional £20 single supplement for the Sunday night.

Alternatively, you may wish to join us for the tours only at a cost of £20 per car to include the commemorative rally plate and route instructions.

For more information and a booking form, please contact Alex Rankin at therankins565@btinternet.com or on 01935 431196. Alternatively, you can find more information and the booking form on our website.

www.visit-brecon-beacons.co.uk/places-to-visit.shtml

Full payment should be made by 18 May 2013 so please do not delay.



As we approach the start of another classic car season, I have been pondering the last one – what there was of it! In common with the rest of the UK, here in the North East of Scotland it was one of the wettest and most unpleasant summers for a very long time. Combined with a busy offshore season, it meant that I did not use any of my cars as much as I would have liked, and the Sonett, I am ashamed to say, had as its only run, the 10 miles each way to the MOT station. I did get to Le Mans twice, once for the 24 Hours in the Cobra and once for the Classic in the '34 Rolls. Both cars behaved impeccably.

This year I hope to be quieter workwise, and with the return of a proper summer (well I can hope!) I plan on using them all this year. To make the Sonett more usable, it is currently away for fettling and has just had a full stainless exhaust made and fitted. The car will be getting a bit of a detune to make longer journeys more practical, and a more road biased suspension fitted. Hopefully I will have an update for the next 'Driver'.

As promised last time, I received the following information from member Derek Fletcher about possibly one of the best known Sonett III's around, for which I am most grateful. I will also use this as an excuse to ask for information on other members Sonetts as I am sure many others are interested and I would like to expand my register of surviving cars. If you would rather that I did not publish details of your car in the magazine, please just let me know when you send me details and I will just add it to the register. Right, from Derek:

Built in March 1973 and bought by famous rally driver Erik Carlsson for his wife Pat Moss, one of the few Sonetts that did not go to the states, the market for which the cars were intended. After spending its first two years in France it was imported into the UK by Pat in 1975.

There it remained until sold and exported to Jersey where it sat in a show room for many years on display.

In 1998 the car was re-imported into the UK and underwent a total nut and bolt restoration. In March 2007 I agreed to buy the car, virtually unseen, flew over to London and drove the car back to Spain. At the time it had less than 9000 miles on the clock, a figure verified by Erik Carlsson himself as 'probably correct'. Well you can't go far on Jersey can you? I have now trebled that mileage, one trip of 5000 miles to Sweden for the Saab 60th anniversary where I briefly reunited the car with Erik.

As you would expect with the car's provenance, it is far from standard. All tuning is genuine Saab and is to Saab Group II Race and Rally specification. Engine is a V4 1698 cc. Fitted with genuine Saab tuning kits which included bigger valves, (inlet 42mm exhaust 37mm) gas flow heads, fast road camshaft, high pressure oil pump, complaint's lightened and balanced, fitted with Weber 32/36DFV carburetter, heavy duty clutch and big bore, Ashley straight through exhaust system. Also modified to run on unleaded petrol and fitted with a Kenlow fan.

All this increases power to 125bhp at 6100rpm and torque to 105lb/ft at 4800rpm and top speed of 120mph although I have not had it above 100mph (on a German autobahn). The red/orange running lights on the side have not been changed and still work in conjunction with the side lights and have passed the MOT/ITV test in both UK and Spain. Converting them to work with the indicators might be a good idea from a safety point of view.

Many thanks Derek, that is it for me for this magazine, please send details of your Sonetts to keep this page going!

Nick



The snows of winter are just a fading memory and the joys of spring are with us but a photo of my 92b well wrapped up reminds me just how severe winter was. No doubt many classic Saabs are venturing out onto our potholed roads for another year of shows, rallies and fun.

In the November/December edition of 'Driver' I asked Members to look into the darkest corners of their garages in case they had a door lock and key for an early 96. Well, someone did and not only did they find said door handle but also a considerable quantity of new and used 96 Two-Stroke spares. If you are seeking that elusive spare part drop me a line or email with your requirements and I will see if it is available.

The following letters were received from Robert Hubbard. Robert's daily drive is a 1964 96 Sedan with 109,000 miles on the clock and has had 13 previous owners. He has owned it since 2004.

I thought that I would give HAS, my daily driver, a new set of spark plugs for the winter. A8s not available, superseded by AB-8s. I very soon changed back to the old A8s, they seem to last forever. The AB-8s simply killed the performance and power. I had to change down to first for our local hill which it usually flies up in second. The car drove, but

ever so tame and boring. AB-8's may be designed for horticultural machines, old 18mm threads. Does Champion or any other manufacturer still make the NGK A8 equivalent?

Having checked The Green Spark Plug Company at www.gsparkplug.com they suggest an alternative plug to the AB-8 is the Champion D9. According to the web site the NGK A8 is out of stock as is the Bosch M225T1.

Anyone with more information please let me know so that Robert can get his 96 whizzing again.

Robert also wrote regarding 'electrics in winter time':

You know how weak batteries can cause all sorts of mysterious illnesses until the lights or the wipers point to the cause of the trouble. I have found that the same thing can happen in cold weather – the car has been under cover and starts all right but you park it at a destination and an hour or two later the car feels sick – not firing right etc. Before Christmas, even under cover, the car (1964) would not start in the morning – resorted to taking the two year old battery (under guarantee) into the kitchen to warm it up. So swapped it for an 180 amp Yuasa (the old one also Yuasa was 185 amp) which is long and narrow and a vast improvement – £38 + VAT from motor factor. Problem solved!!

Many thanks for your letters Robert. I suggest we all remember this for next winter – ensure you have a large enough battery to cope with the rigours of cold weather!

Don't forget to send your news and photos of your pride and joy so that we can all share the pleasures of Two-Stroke Saabing!

Peter



A big thank you again to Mark Ashton for providing the material for this issue's V4 column... over to Mark:

Evening all, me again! So following on from last time, for anybody who didn't tune in last month, I've been doing a bit of a restoration diary of a '73 96, and I have been working through the list of 'niggles' on the car. Not least of which was/is the ten year old £500 colour change. I don't know if it's because I'm a painter by trade or if it's my mild OCD but I really, really dislike colour changes on cars... to me if you want a red car, buy a red car!

This combined with the amount of body work needed I decided to colour change it back to the original 'polar vit'. It needs at least one rear wing due to rust and the other is full of filler due to an accident, then there is the driver's door being rotten along the bottom and around the hinges and the passenger door needs work as well. So back into the parts barn and time to raid the stash for a pair of rear wings and a door!! The aim is to repair and repaint all of the bolt-on panels first, then attack the shell in one go, refitting the newly painted panels after. This is for a number of reasons:

- it keeps the car in use which keeps up the enthusiasm,
- it means that other 'niggles' can be dealt with (like the master cylinder popping a seal!!) or added to the list,
- it also stops the car sitting in the corner waiting for attention and taking

up valuable space so when it does get its turn the shop down time can be limited and minimum time allotted to this car.

So that's mainly what's been happening. I've repaired and painted a pair of rear wings and painted the boot lid.

The first job was to go rust hunting. I like to use a Zip wheel, which is a twisted knot wire wheel, in an angle grinder for this job. It removes everything and leaves a nice clean surface to weld to. See Fig 1

Typical rot was found in the top corners so this was sorted by trimming it all square and cutting some nice easy rectangles of steel to mig in. Fig 2

A quick run over with a flap disk, again in the grinder and the tool of choice for this job, and it was ready for some etch primer. Fig 3

I used a U-pol aerosol for this as they are easy to use and cheap enough. Acid 8 is an etch primer designed to bite into clean steel to give a good key for filler and/or high build primer. Fig 4

A quick skim of filler, just to hide the odd weld or grinder mark, and on with three coats of High 5 – another U-pol aerosol, this time a high build primer.

Once that had dried a good wet flat with some p800 and it's ready for colour.

Because I can, I chose to use a 2K acrylic and my spray booth for this. You can get some very good results with pre mixed

aerosols as well but as I have the kit and was running short on time I broke out the spray gun.

So there you go – one down one to go. Fig 5

A couple of other things have been crossed off the list

I got the horn working; the sprung contact was not touching the copper ring on the wheel. It seems that at some point the column had been readjusted. After slacking off the two 13mm bolts that hold the column (found up under the dash and easier got at by removing the cold air vent) and some trial and error I managed to find a point where I could get all the gears and have a horn working on the wheel rather than the button on the dash!!

I also re-covered the driver's seat (it was brownish) using a spare passenger seat kindly donated by Mr Philpott. If I get time and permission I might put together a little 'how-to' article for a later issue. [Permission granted! AI]

It now has an all green interior again!! Oh and I've rebuilt the brake master cylinder as well: 'no brakes' tends to push 'niggles' up the list PDQ there might even be a small 'how to' somewhere in the next issue...

Well that's enough from me, all being well I might be allowed back in the next issue.

Until then, Go Swift, Go Safe Go SAAB

Mark

Fig 1



Fig 2



Fig 3



Fig 4



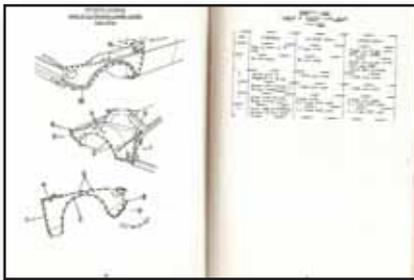
Fig 5





Thatcham Guide

I suppose most of us have accumulated a fair amount of Saab related material over the years. In my collection I recently re-discovered a useful little booklet published by The Motor Industry Repair Research Centre in 1978 on the Saab 99GL 5-door Combi Coupe. These were intended as repair guides for the motor trade and include exploded diagrams of the bodyshell, bumpers, lights, locks, seats and other items which may need to be removed during body repairs, as well as welding instructions with detail down to the number of welds required for some panels. As you might see from the



WELD TIME SCHEDULE
 SAAB 99 GL 5-DOOR COMBI COUPE

BODY PANEL DESCRIPTION	WELD NO.	WELD TYPE	WELD SIZE	WELD DIST.	WELD TIME	WELD TIME	WELD TIME	WELD TIME
Front wing	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Front wing section	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Roof	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Front door	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Front door section	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear door	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear door section	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear wing	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear wing section	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Hatchback	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear panel	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Front bumper (strip and rebolt)	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200
Rear bumper (strip and rebolt)	2-40	1-200	1-200	1-200	1-200	1-200	1-200	1-200

*Welds noted on TDR on the British Standard Table. All Welds to be done on chassis.

sample pages it lists what by now seem pretty optimistic repair times! Interestingly in the vehicle description section it describes the 99 as having rack and pinion steering 'with servo assistance available as an option'. I've heard rumours of this but never actually seen any evidence of what you would have thought would have been a popular option.

Rust Check

Around this time of year I normally give my 90 a post-winter check over to see what the winter salt has done to the bodywork. This year a couple of rust scabs had appeared on the petrol filler flap and front of the rear wheel arch, both vulnerable areas. Fortunately both could be taken back to metal (I usually use a drill bit to keep the affected area as small as possible) and touched in with primer and paint without being too conspicuous. The undersides of the doors are another area which suffers and I've worked on these before. Again it was a case of taking back to metal and treating. Whilst doing these I noticed some rust underneath where the rear wheel arch meets the sill. This time a hole appeared and welding was required for only the second time on this car, not bad after nearly 30 years. Once I had cut out the rust I could see that the inner panels were clean so it hadn't spread far and repairs were straight forward (for me anyway – running a workshop does have some advantages!). There should be a plastic trim riveted on at this point, which was missing on that side of my car, but checking the other side the same rust damage appears to be going on under the trim, so another area to keep an eye on.

Cars for sale

I've recently heard of two interesting cars for sale. The first is a very rare 1971 4 door 99. The owner is no longer able to drive so would like the car to find a good home, particularly as he has owned it from new! In beige with brown interior, it has covered just 70,000 miles. The original 1709cc engine has been rebuilt to run on unleaded, with a later more reliable 1850 gearbox. The seats are also from a later 99. It was re-sprayed about 10 years ago and does need some tidying having been little used for the past three years, but sounds as though it would make a viable project, and being pre-1973 is tax exempt. You can't say that for many 99s.

The second is the white 90 pictured. This has done just 60,800 miles. It has the light blue interior and sounds to be in good overall condition. The owner also has some original driving gloves and a brochure for the car, and a spare set of grey leather seats from a 4 door 900. It is taxed and MOT'd until September so is very useable. If you are interested in either of these let me know.

Despite flurries of snow we took the Sonett to our first car event of the year at the end of February, a local craft fair with classic cars. Given the freezing temperatures there was a good turnout, and the Sonett's heater soon had us warm on the way back – even more powerful than the one in the 90! There look to be a good choice of Saab related events being organised by the Club's hard working team this year and I hope to see you at some of them.

Stuart

99TURBO REGISTER





David Williams first registered his car with the Club when he acquired it a couple of years ago, I became aware that he'd had the car restored by Martin at Jamsaab, so I contacted David to ask if he was happy to submit details. This is his story:

*I have always wanted my own 99T, 'always' starting from a life changing visit to Sweden in 1980. I fell in love with Swedish engineering, my sister with Swedish boys (she married one and I have owned multiple SAABs and V*lv*s).*

Buying a restored 99 was a non-starter, partly because I wanted just to dip-my-toe in the water of classic car ownership with something not too costly, but mostly because I am sure the only way to get a my hands on a mint model would be to 'pry it from the cold dead hands' of its recently deceased owner. I am an engineer and buying something 'ready done' would have smacked of laziness, while engaging in a restoration would make a worthwhile contribution to the sum total of beautiful-and-still-on-the-road-SAABusiness.

As it happened a 99T came into my life a) earlier than I was planning and b) already christened. My SAAB was to be a retirement project but it is not often a mechanically and physically sound black, combi-coupe 99 comes along. Uncle Derek (Turner's Garage, Wheaton, Aston) said, 'It is a good one, buy it, run it for a couple of years and then it will be

restoration time.' I am the thirteenth listed owner and some of numbers one to 11 must have been pretty rotten to the poor darling – what with botched welding, poorly executed filler, untreated rust, blocked drainage holes, torn covers, missing trim and ham-fisted electrical modifications – GRRR! The car spent some time in Cornwall and judging by the many invoices and receipts it was being well looked after but unfortunately, it could not have been far from the sea.

So after 24 months of fun motoring and then barely scraping through the MOT it was a short trip down the M5 to Keynsham for really quite a lot of restoration (but then, what are performance bonuses for?)

Following a whole year with Martin (note to self: labours-of-love and works-of-art both take time and should not be rushed) BS is now back with me, and until the recent snows, in regular use. Black SAABath, being now located in Birmingham.

Drain Holes part 2

In my previous ramblings regarding Drain Holes, I forgot to mention two very important ones in the engine bay. As you can see in the photo (below) they are situated in the depths of the engine bay under the battery box/fuel metering unit. When you wash the car or use it in heavy rain water will collect in these areas if the holes are blocked, and can remain there for weeks. If they are kept clear of debris any water will flow into the engine cross member then out through the drains in the inner wing below the brake hose fittings.

Chris



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DELTA

C900 REGISTER



whilst there, along with feasting my eyes on some lovely C900s. Trollhättan is a lovely welcoming town, and is of course the home of the Saab Museum; I would recommend you take a visit there if you ever get the chance.

Hello and welcome to the spring edition of the C900 page. For a change this time I thought I would mention one of my cars, and an upgrade I have carried out. Those of you who know me will already be aware that I am not much of a one for modifying my cars beyond factory specification. That being said, when I was offered one of the rare Momo optional steering wheels in excellent condition, I couldn't resist buying it for my convertible. I have to say I am really pleased I took the plunge and bought it, as it gives the car a much sportier feel with its smaller diameter and four spoke design, enhancing the driving experience of an already very enjoyable drive. I have added a photo of it just in case any of you have never seen such a wheel.

I will be attending the Saab festival in Trollhättan at the end of May, and I am looking forward to picking up a few spares for my cars

Moving on from my bit of news, I reported in the last issue that the Blue Lynx convertible was sadly no more. I am very pleased to report this is not in fact the case; the car does survive, albeit in a very poor state, and is currently undergoing a full restoration by a Saab specialist that may take many years to complete. Wouldn't it be great to see both these car re-united at some point in the future for a photo shoot!

I was very pleased to help John and Annie Hornby return to C900 ownership towards the end of last year, and below is John's account of how and why they have come back to Saab ownership:

I think my Saab interest has been quietly lurking somewhere inside me since I gave up the marque in 2000. Since then an Audi A6 has been my forte, but persistent automatic gearbox slippage which calls

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 14 Southwoods, Yeovil, Somerset, BA20 2QG
 E-mail: therankins565@btinternet.com



Alex, and after encouragement and valuable advice decided to buy Robert Bird's lovely 900S LPT 5 door hatch (see 'Driver' July/August 2011 p43)

He couldn't have been more helpful, and now it's mine. So far, so good, so very good to be honest, but as I have not driven it much yet, time will tell, nostalgia can mislead. Furthermore, a twenty year old car is not the same as a vehicle built in the modern way. I do not think I have made a mistake, but I need more time to know, so watch this space!

Lachlin Chalmers has also written to register and tells us about his C900i:

I am hoping to get my car as near concours standard as possible, she deserves it! I only purchased her in January 2012 for very little money, from a garden in Berwick Upon Tweed, covered in green moss and a shade of pink all over. LSL has all her original documents including bill of sale and comprehensive service history. I have been in touch with the previous owner who is supplying photos of her near the

Alps and driving holidays in Europe whilst he owned her.

She has already won a second place in her category, 'Post 1990' at Strathaven Classic Car Show.

That's all for now, I hope to see some of you at the upcoming summer events or perhaps at the Saab festival in Sweden.

Alex

Anyway, hanging about waiting for the gearbox to totally give up the ghost became rather tiresome... so I took the plunge, went running to

New Registrations

Name	Membership No.	Registration	Model	Details
John and Annie Hornby	021349-1	J791 HTP	900S LPT 5Door	1992, Blue, 103,000 miles
Lachlin Chalmers	021168D-5	K304 LSL	900i 3 Door	Red
Randolph Smith	021278D-10	H32 HKK	900 turbo 16 convertible	1990, Red 182,000 miles
Christopher Godolphin	021290D-10	G830 OYB	900i 2 door	1990, white, 90,000 miles
Joseph Walker	021272-9	F977 BOF	900i 2 door	1989, Red, 78,200 miles



9-3SS REGISTER



Hello everyone, I hope that you are all well and that you were not too inconvenienced by the snow earlier this year. It didn't affect me that much but I am glad that it is behind us as I have now started to drive my Saab again and make the most of open top motoring.

I had hardly driven it since October when I purchased a small runabout, a Seat Mii and I have to say that I've been suitably impressed with the little thing. However, it's always nice to get back into the Saab; it's a bit like meeting up with an old friend. The Saab had undergone a winter check with my local Saab dealer last year and I am planning on getting a spring check done on it soon as I will be starting to use it a lot more often.

I know that I take special care of my Saab but I feel quite lucky in my ownership as so far I have not had any major failures or big bills to lavish on it, as yet. This was thrown into sharp contrast after reading the reports of other owners in last issue.

I will have owned the car for seven years in July and will have covered over 70,000 miles in it, so I count myself lucky... touch wood.

I was excited to read that Saab Automobile has now got its new website up and running and that they hope to resume production of

the 9-3 later this year. Excellent news. As I understand, it will be built on the existing 9-3 architecture but include new engines and a restyled body and perhaps an updated interior. I guess that we will just have to wait and see. It's also good to hear that Saab parts are still doing very well and are continuing to expand, ensuring that our 9-3s remain on the road. Incidentally, NEVS, the company who now owns Saab, seem to be committed to supporting the parts network as well.

Anyway, we have lots of new registers this issue and I thank everyone who has sent their details in. Amongst these was John Parr and John writes:

I have been a Saab Owners Club member for a while now and have owned a 1986 900 2.2 TiD, then a 1999 9-3 2.0 LPT Classic and now a 2006 93 SS Vector Sport 1.9 TiD.

Having read the recent 9-3SS Register decided to drop you a line and register my current Saab. The last few years' MOTs have looked like: Jan 2010 - 106,507, Jan 2011 - 134,453, Jan 2013 - 146,766

My car has required no major parts or work apart from the usual regular servicing at between 15k and 18k intervals. It had the cam belt changed at 90K and is next due at 150K. The ERG valve and a few



associated bits and bobs were changed at 106,000 miles closely followed by the A/C Rad at 112,000 miles.

It was all good since then until last week's MOT when a new CIM was needed. Apart from that it sailed through with no advisories. I have no plans to change it going forward as it's still 'all good'. Comfort is what every Saab owner expects and I still do 400 miles days when I commute around the country with no issues, although not so many recently as 2010 was probably my biggest year.

Average fuel consumption is around 44mpg but if I have a relaxed day it goes up towards 48, not my biggest worry as most of my miles are motorway cruising so very little stress and strain on the car really. The auto box is good and still changes well with no signs of any issues there.

Thank you for your update John, it is good to hear that you are still enjoying your car and its comfort. I believe that you are now in second place, having almost the highest mileage 9-3 on the register and knocking Ian Popham into third place. That leaves Mike Hope the top slot with his car approaching 170,000 miles.

Finally, thank you to Derek Fletcher for sending in the details of his

2008 9-3 Sport Saloon. Derek is currently our most distant register member, residing all the way over on the east coast of Spain. We will feature more from Derek in the next issue.

Thanks once again for everyone's contributions, keep them coming and send us those stories, high mileages and reviews.

I really hope to make the 'Swedish Day' down at Sparkford in May. Last year, sadly, I was unable to attend. However, if you are free on Sunday 12th May and are in that area, I would strongly recommend a visit. Not only do you get a chance to admire other people's cars and they yours but the Haynes Motor Museum is a very interesting place to visit as well. If I can make it, I promise that every 9-3 present on the day will feature in the following issue of this magazine.

Robin Morley has set up a website www.swedishday.co.uk where you can find out all the information about that event. I hope to see many of you there.

Until then, take care, drive safe and happy Saabing.

Simon

New Registrations

Name	Area	Membership No.	Registration	Model	Details
Chris Silver	Rosemarkie, Ross shire	021276-9	NST 7J	9-3 Linear SE	Convertible, Silver Paint, Beige Interior, 4,000 Chassis YS3FAZMF0B1313375, 1st Reg: 29th March 2012. Possibly the last one registered in Scotland?
John Farmer	Truro, Cornwall	021184D-6	WL11 AHX	9-3 Vector Sport TiD 150	Convertible, Silver Paint, Black Interior, Year 2010, 8,250 miles.
Jon Parr		002652D-9	J66 ERP	9-3 Sport Saloon	Vector Sport TiD Auto, Black Paint, Grey leather interior, 147,067 miles, year 2006, Chassis YS3FF41WX71004041
Nick Walker		07192-5	UK54ABS	9-3 Sport Wagon	Vector TiD Auto, Black Paint, Two Tone Interior, 100,000 miles, Year 2007, Chassis YS3FF51W571119815
Jim Thorby	Raunds	0212950-1	S7 AAB	9-3 Sport Saloon Aero 2T 275hp	Silver Paint, Cream Interior, Year 2004, 88,040 Miles, Chassis YS3FH46Y341033722, Tetex Twin Exhaust System, Tinted Windows, Window Reflectors
Paul Mitchell	Dunfries	021337-1	P19 PGM	9-3 Sport Wagon Airflow	120bhp TiD, Black Paint, Cream Interior, 103,000 miles, Year 2008, Chassis YS3FB56V881123323
Chris Baker	Cambridge	021361-2	BG11 LDK	9-3 Convertible Aero TTiD	Grey Paint, Light Grey Interior, Year 2011, 26,000 Miles, Chassis YS3FCMD6B1308450
Derek Fletcher	Costa Blanca, Spain	011122D-9	5070 GFR	9-3 Saloon Linear TiD Auto	Metalic Blue Paint, Year 2008, 37,500 Miles, Chassis YS3FCMD6B1308450, Left Hand Drive





Ever wondered, 'Why do I like my 9-5?' I look at my 2002 9-5 Aero HOT and think, well, it's quite OK to look at. Perhaps those Xenon headlights look a bit odd, but they work well. Then I get into the driver's seat, it's leather and with pretty good side support. It's also heated; nice on cold days. I confess that leather took a while to get used to, I do actually like velour. I didn't like that aluminium fascia, so I had it changed to red walnut; adds class. Well I like it.

Instruments all to hand except the rear fog lights switch, but since I have never used them yet, well that doesn't matter. (Why do some idiots drive along with them on in rain?) I do have the daylight running lights on.

Switch on, and it runs the system checks. Saabs are the only cars I've had with that feature. If a light bulb goes, it tells me! Great.

Turn the key a bit more and, what is it with that s. l. o. w. starter? But start, it always does.

Two hundred and fifty horses wake and get ready to gallop, but only when the engine oil is flowing well throughout and up to temperature do I demand that action. The performance of this car is outstanding, what a buzz! As a family man, etc, I could never

afford such an indulgence. Now as a pensioner, I'm catching up on lost time. Overtaking is rapid and quite honestly breathtaking. 0 to 60 comes up in six seconds and takes your breath away whilst pushing you back into your seat, WOW!

In town, it's as docile as a mum pushing a pram. Comfortable, yet quiet and gets a few admiring glances. It's black and very shiny. I know it's safe, some may recall an item I had in 'Driver' a year or two back, accompanied by photos taken on a visit to the museum in Trollhätten. In there they have a half cut-away 9-5 saloon which shows the 'brick outhouse' innards of a car just like mine. Even after several such cars, (the current one is my fourth) I want for nothing in the options department. Oh, that's a lie! I loved the electric sunroof on my previous one, now it's owned by another of our Members. I am jealous that I no longer have that sunroof.

Do I care that my car is a few years old? Not for a moment, it's another that's in good nick, having had a good owner previously and is a joy to drive. Little things too, like that plastic clip in the corner of the windscreen; what a brilliant idea! The only thing I've ever

wondered about has been the 'night panel'. In years gone by I did thousands of miles each year with my work, some in the dark. I tried it, yet never thought it necessary.

If Saab engineers and staff read this, they need to know, we love what you built and some of us think about that as we cruise around in the great cars you built. Thank you!

Yes, everyone who knows me knows I'm hooked and ride around with that 'smile' many of us have who drive these things, especially on open roads. Regrettably, those roads are a slowly disappearing feature in our land. Tight controls on speed abound, even on roads that hardly need it. 'Spirited' driving is discouraged.

But then, just as I get fed up with all the traffic and rainy weather, it gets round to the 'Peaks & Dales Run' and the world is right again. Others appear with that 'smile' and for a day we roam the beautiful lanes of the Peak District in our Saabs relishing In the company of fellow Saabers, and all is well.

What I would like, is a LED light in the Saab name on the boot lid, so all those I pass at night know what sort of car just overtook them, as it disappears into the night...

Now there's an idea...

John

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The South Downs Stages is a 'single venue' special stage rally jointly organised each year by our club, Bognor Regis Motor Club and another local club, Southsea MC.

Taking place at the Goodwood Racing Circuit, it is, of course, a tarmac surface event and, therefore, hardly well suited to our Saab 96 V4. However, it is a very friendly event and a fun way to wake up for the coming season. Although it is now a firm fixture in the ASCMC Rally Championship, and this year also the ASEMC Championship, there are usually a few other cars to play with in the Historic Class too, and this adds to the enjoyment.

We nearly didn't make the start this year as I had an operation to remove a lump from the side of my face just 10 days before! We decided, however, that we would at least start the rally if I could get my full-face helmet on!

It is usually clear and frosty at least for the early part of this rally, if not icy! The forecast was certainly for a cold day, possibly with some snow, but neither really materialised so it was just damp and drizzly this year.

Living just 45 minutes from Goodwood, we thought we had arrived good and early but everyone else seemed to have the

same idea! However, we managed to get scrutineered promptly and passed the noise test at only 100dBA this year with our exhaust insert! That is normally the limit for rallies but Goodwood uses its race limit of 105 at $\frac{3}{4}$ max revs for the static test.

The field included some pretty nice 'modern' rally cars ranging from several WRC cars and rapid, ultimate spec Escorts through to the clubmen's little Nissan Micras and Peugeots. The V8 Rover SD1 sounded fantastic and the FT Bonito Special kit car looked just like a GT40!

The Historic Class included Dick Mauger's BDA engine Mk2 Escort (his WRC Focus was not ready!), Matt Fowle's outrageously quick Mk1 Mexico and Richard and Liz Pugh's super MGB which we had come up against last year.

In addition to this competition, we discovered that Dave Hockaday, a sailmaker that I used to work with, had built himself a Golf GTi rally car so we had to have a bit of a 'Sailmakers' Challenge' too!



SOUTH DOWNS STAGES 2013

The service area was the Goodwood pit garages so that was quite civilised but the rain came down and the track was wet and slippery! SS1 and 2 were two lappers, starting in the pit lane and finishing in one of the car parks. On Stage 1 the black Golf joined from the start as we came around for our second lap so the 'Challenge' was on! We were pretty much able to match his pace but he did manage to take a few seconds out of us! We were quickest Historic but Matt's Mexico engine had cried 'enough' in the first stage.

On Stage 2 our first lap must have been better because we had a Fiesta to chase through the chicanes and the Golf came out behind us this time, but again Dave was a bit quicker over the two laps. We were, however, getting a good feel for the level of grip and starting to enjoy ourselves!

Stage 3 saw a slightly different layout but two laps once again. Again the Fiesta appeared in front of us and we were able to really harry him round his second lap (our first) this time! The finish route into the car park, however, now included two very acute hairpins which didn't suit the Saab at all!

Stages 4 and 5 were single lap layouts with cars starting at 30 second intervals. They were to be the last before the

circuit direction was changed over lunchtime. Once again they were great fun and we were able to explore the limits of the grip of our Maxsport tyres and the Saab's lean angle!

Unfortunately, on SS5 we started to leak engine oil and we traced it to a cracked oil pressure switch which I suppose is probably as old as the car! Without a spare or anything with the same thread, it was the end of our rally. However, we had had great fun for five stages of the 10 scheduled and retired gracefully as leading Historic car and 31st out of 54 overall!

The little 96 was greatly admired and surprised quite a few people with both her speed and her playful habit of three wheeling around the tighter bends at silly angles of heel!

Winners were our clubmates Paul King and Alicia Miles in Paul's 2.5 Millington engined, 'all singing, all dancing' Escort, and Dick Mauger did take the Historic Class in the end from the MGB.

Next outing planned is the forests of the Rally of North Wales (formerly the Bulldog Rally) in April, when we hope to keep both oil and gears in their correct places!

Hugh & Debby Myers

PROJECT PROGRESS AND PISTON REPLACEMENT

The 99 project is coming along. I have spent a good few weekends stripping the black goo off the underside of the car. I found a blow torch and a scraper best for the first attack, then the blow torch and some old rag to wipe off the remaining coat.

Finally I put the torch away and wiped the rest off with paraffin and general thinners. The wheel arches were all seam sealed along with any holes that had been filled in the floor pan and boot floor. I then gave it a good coat of stone chip to the wheel arches and sills. To top it off the whole of the underside was hand painted in Dacrylate vehicle, machinery and plant finish paint in a nice shade of white. I also found that this paint sprays OK with general paint thinners, so now my engine bay is coated in this tough paint. The inside will be painted in white two-pack, which has a little more shine.

As a few of you know I co-drive occasionally for Nick Pinket in his various Saab 96s. Recently we contested the Roger Albert in his V4 and had a great time. It would have been better if it had been in one of his Two-Strokes. So part of the deal was that I would rebuild his Two-Stroke engine that had damaged pistons, caused by the squish being nonexistent due to a rushed rebuild during an event.

I had tried at an earlier date to recut the ring lands that had closed up, but this and the fact that the bore was worn by around 0.08mm in a ring round the ports meant that a rebore and new pistons were required. A lot of us now use a chap called Peter Cutler (07718 518823) to make our pistons to our own spec. Nick's engine has a 1.2mm stroked crank using 74mm flat top pistons. I chose to have pistons made to suit 75mm bores to give use a chance at getting a straight bore. 75mm is about

the max you can take the later triple carb block out to, don't try this with an early short nose block. All this extra capacity sounds great until you do the calculations. The big pistons are heavy and you need extra breathing to make the same tune as you had before with this extra capacity. So if you keep the porting the same with the extra cc, you in effect de-tune the engine! For a big cc engine you need to aim for a higher tune than that of a smaller cc and its all down specific time area ($\text{sec-cm}^2/\text{cm}^3$).

- Specific time area = (mean port area/cylinder vol) x time
- Time = port open period in degrees/(RPM x 6)

Mean port area is found by measuring from the top of the port to the top (or bottom) of the piston when the piston is positioned half way between when it starts to open and bottom centre (or top centre if considering the intake port). You will need a crank angle degree wheel to find the centre from when the piston starts to uncover the port and bottom or top centre. Take a measurement of the port opening; it will be around $\frac{3}{4}$ open. You now have to get some graph paper with squares, roll it down the bore and using a greasy finger mark the outline of the ports. Now take a width measurement of the port opening in a straight line (ie not accounting for the radius of the bore). You now need to mark a line on the graph paper where the top of the piston would lie at its half way point.

Now make a width correction and discount the very ends of the port impression as we want to account for a 'straight' opening, not a radius one. Then you can count up all the squares and work out your mean port area.

Now you can use a guide from 'Two Stroker Tuners Handbook' by Gordon Jennings (a must for Two-Stroke owners along with 'Two Stroke Performance Tuning' by A. Graham Bell and the Xpracing guide).

Jennings states:-

- 0.00014 to 0.00016 $\text{sec-cm}^2/\text{cm}^3$ for intakes
- 0.00008 to 0.00010 for transfers
- 0.00014 to 0.00015 for exhausts

From this you can find a starting point for any cc engine operating at any rev range. What you will notice is that you need more port timing area as the capacity increases and that widening the port will increase the level of tune without grinding the port in the up or down direction. You will find grinding the port in the up and down direction will make the largest difference, as it increases port area via timing angle and port area.

After selecting the port timings I wanted (a bit above Saab's group 2 level for the inlet and exhaust, the transfer was left alone). I could now take an educated guess at how much wanted skimming off the head. The answer was a lot! Nick runs an electric water pump, so I could plug the waterways to the old water pump and take quite a bit off the head. The chambers were then open a little as I found I was a little on

the high side. I now only bother calculating the actual compression from the top of the exhaust port to top centre. Nick's engine has a far bit of margin and is set a 6.3:1, but after talks with Chris Partington he recommends not going higher than 6.5:1 in a tuned engine and then you must use triple EGT gauges for correct carb jetting. We have had problems using solid gaskets and the pistons are too big for a normal head gasket, so I used some Hillman Imp knowledge and decided that Imp 1040cc Wills rings would fit (998 rings will fit the smaller piston sizes). My Imp racing friend Andy Jones offered to bore the block and ring the head (make sure you spend ages cleaning the honing goo out of the transfer ports). The block needs massive clearances with tuned engines with forged pistons, 0.16mm on 1 and 3 and 0.18mm on 2. We decided to use a 0.5mm XP racing gasket as an outer water jacket gasket, so I opened this up with a flapper wheel to suit. High tensile head bolts were used as the Saab ones' heads fall off. These were torqued up to 50lb/ft in three stages.

Manifolds were matched and smoothed to suit. I decided to throw the chokes out of the carbs to gain extra flow and I also pulled the throttle shaft out and filed it down to increase flow. The jets were then drilled out to 170 main centre and 160 on the other carbs (guess at the moment), 65 idles and the air correctors were soldered up and drilled out to 1.6mm.

Anyway it's sat on my bench look pretty at the moment, by the next 'Driver' we will see how it runs!

The Saab 96 tip

Cooling – I have found that a lot of the expansion bottles will not hold the correct psi. This is down to the bottle rather than the cap. You need to test each bottle to see when the cap releases. This can be done with a foot pump and a spare tyre valve. Attach the bottle to the valve with jubilee clips and some rubber hose and hold the bottle under water to see what pressure the cap releases at. If you find you don't quite get the correct pressure a 3mm thick rubber ring can be fitted between the bottle and the cap (it must have a large hole in the middle so the cap can pull air back in).

Rich



Wills rings head with xp gasket



Head skimmed and waterways plugged



From left to right:- Cutler 75mm flat top 'stroked' piston, Cutler 71mm dome top std replacement with twin rings, std Saab piston

MOTORSPORT



MOTORSPORT ROUNDUP

Stuart Turner in conversation with Erik Carlsson

Erik Carlsson is a man for whom the word 'legend' might have been invented – a Saab driver from the 1950s until he retired in 1967, and a company spokesman for the next thirty years, Erik is the most famous of all Scandinavian and Saab rally drivers.

Having met Pat Moss in European motorsport in the late 1950s, the two rapidly became inseparable – when Erik was not driving Saabs in events, he was often to be seen driving BMC 'chase cars' at the time – and they were married in 1963.

Even after his rallying days were long gone, Erik would occasionally take out a 'works' Saab in front of the media, and set incredibly competitive times on special stages in testing. Even in the 1970s, when alighting from cars like the 99 Turbo, on such occasions, he would ease his creaking back, grin, and then quip: 'Not bad... for old man'

Erik will be in conversation with Stuart Turner on Saturday 13 April at the National Motor Museum, Beaulieu. Stuart was co-driver with Erik on his first RAC Rally win and later, when running the BMC Competitions Department, tried hard but unsuccessfully, to bring Erik into the BMC team.

All evenings are held in the Lecture Theatre of the Collections Centre from 7.30pm. The museum is open from 6.00pm (at no extra charge). A pay bar is available for the purchase of beers,

wines, soft drinks and tea and coffee. We regret we are unable to provide food.

Tickets may be purchased from Theresa Browning, National Motor Museum, Beaulieu, Hampshire, SO42 7ZN, Tel: 01590 614792, email: theresa.browning@beaulieu.co.uk

Erik and Stuart have very kindly agreed to award the 2012 Saab Historic Rally Team trophies at the end of the event, come and find out who won what:

- The Erik Carlsson Trophy for best performance
- The Triple Trophy for outstanding support from the service crews
- The Expensive Noises Trophy

The Roger Albert Clark Rally 2013

This year marks the tenth running of the event, the Team will be offering a reduced entry and support package as in previous years and hope you are all preparing your cars in anticipation. Registrations are usually out in June/July which is sneaking up.

Goodwood Festival of Speed 11-14 July, 2013

Jim Valentine's Saab 96 will be in action on the rally stage at Goodwood. If you are coming to the festival, we're always busy but please do come and say hello.

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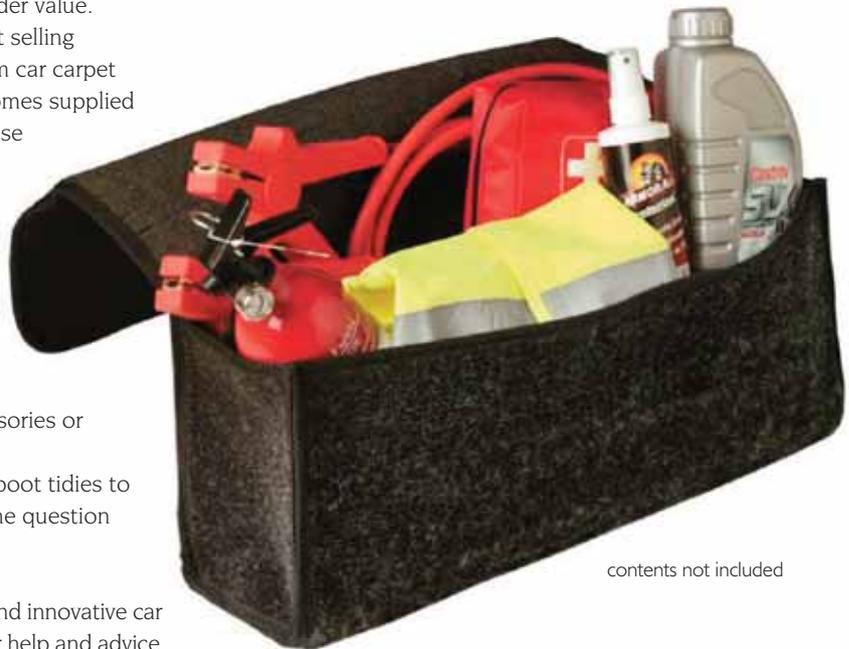
BOOTYLICOUS

In this issue of 'Driver' we have six of these fantastic Car Boot Tidies from MotorwayShop to give away

MotorwayShop has over 30 years' experience in supplying the best car accessories and gadgets from air fresheners to aerials. They offer free UK delivery with no minimum order value.

This boot tidy is one of MotorwayShop's best selling products and also makes a great gift. Made from car carpet material, it is hard wearing and very tough. It comes supplied with pre fitted double Velcro strips along the base and a wide Velcro strip across the back so it grips instantly in the boot/hatch and leaves no marks. Once in place, it actually looks like part of the car. There are three outer mesh pockets and the base is strengthened for support. Measuring a roomy 50cm wide, 25cm high and 12.5cm deep this boot tidy certainly holds an amazing amount of those in-car essentials such as all your car care accessories or any emergency items you may need en-route.

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Entries close 1st May 2013. The winners will be the first correct entries drawn at random.

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Tel: 07774 932272 or gstenbyjones@paxhill.net (Hampshire)



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9-3 SE Turbo convertible

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9-5

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Wanted 9-5 Estate

Club member seeks to replace his much loved 9000 CSE hatch with a later ARC manual petrol or diesel model. Not 3.0V6. Must have full service history.
Tel 0161 980 3540 (Manchester)

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900 Recovered headlining

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Tel: 01530 271024 (Derby)

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S/H starter, fan, F and R indicators, seat belts, new bits for 16v clutch, pads, fuel filter plus odds. £100 for the lot or offers.
Tel: 020 8505 8057 (Essex)

Brochures for old Saabs

95 two stroke, 95-96v4, Classic 900 Hatch – sedan, 99, 900, lots more. Ring Stew for details. Tel: 07846 211766 (Chippinham)

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