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SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

CLASSIC CAR SHOW 2009
NEC Birmingham

9-3 TID ISSUES

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FRONT COVER: Classic Car Show, NEC Birmingham © Colin Hughes

Please state your Membership Number on all correspondence

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

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

Classified Advertisements
– see details on page 61.

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

DEADLINE DATES FOR CONTRIBUTORS

Mar/April 2010 ISSUE: 15th January 2010
May/June 2010 ISSUE: 19th March 2010

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott
KJS Advertising Tel: 01943 461679
E-mail: kjsadvertising@btinternet.com

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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STEERING WHEEL



Now Christmas has passed and we are into the New Year, it's good to think about the future and plan events for 2010. It's also time to think about the year that has passed and the memories of friends with whom we have spent happy times enjoying interesting events. Our thanks go to all who came along and those who planned and made these events happen.

In this edition you will see advertised (see pages 20, 21), the Scottish weekend, 19th - 21st March, Swedish Day, 9th May, the Peaks and Dales, June 5th and many other local activities – hope to see you at some interesting location in 2010.

Talking about local events, I attended the North West group Christmas buffet at The Grouse near Glossop, 28 people attended and we all had a pleasant evening around the real fires and decorations which got us all in the festive mood.

I would encourage you to attend local meetings, if there isn't one near you talk to Ellie about how we can help you start a local group.

The developments at SAAB continue to evolve, despite the recent setback there is still a lot of positive feedback and many people at home and in Sweden appear very confident that SAAB will find a buyer to enable the brand to continue on its own. Our thoughts at this time go out to all the people in Sweden and the rest of the world who depend on SAAB for a living.

More about the latest developments from Robin O'Connor on page 10.

You will find this edition full of surprises, read about Molly taking to the air in a glider on page 27, also Molly now has some new lines to sell in the shop, take a look.

There are some good pictures from the NEC Classic Car Show in November, Dave Garnett and I spent a day looking round the show and I thank all those who worked on the stand and of course to Ellie who organised the event – see page 30.

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

2010 is going to be a challenging year for our Club, thanks go to all who have worked in any way, organising events, working behind the scenes, contributing to the 'Driver', distributing 'splat cards' to recruit more members and to all of you who have attended events. Thanks for your support.

To close, during 2010 we will have to work very hard to at least maintain and hopefully improve our financial position, to achieve this we need support which I know we can count on. A new business plan to include cost savings, increases in membership and advertising revenue is under way – any ideas or help in any way from you would be welcome.

Richard Elliott



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Saab History Goes Global

Saab History launches global social media initiative.

Launched in 2006, this social media information resource has been operating as a traditional RSS feed-based blog environment.

Saab History has begun officially phasing in familiar social media resources such as Facebook, Twitter and YouTube. Visitors to the site will now have more access to the information through these alternative mediums.

"It is important that in a new age of social media networks, your accessibility to this resource continues in an

expanded form, keeping the information you have come to expect while allowing you more ways to experience it," editor Ryan Emge, said.

As Saab's History continues to be written, the more resources that cover this history, the more educated and informed existing and prospective followers of Saab will be.

The site www.saabhistory.com is owned and managed independently from Saab Automobile, Koenigsegg, GM and any other affiliates.



Snetterton Memories

Will Saab's future pass through a reinterpretation of its history with help from Belgian designers?

As seen with the Mini and the Fiat 500, the Neo-Retro style is undoubtedly a real success in the automotive world.

Encouraged by the London based Snetterton Memories Limited, the company has specialised in designing and building prototypes inspired by prestigious popular 'old-time cars'. The Marechal brothers, natives of Liège in Belgium and founders of this company, were inspired by the 96 and its glorious history in rallying. With the support of Bastogne dealership's Mazzoni, the 96 revival project was born.

It's a modern reinterpretation of the 1960's Saab 96 which will be built on a Convertible 9-3s platform. At this moment the project is only a sketch but this English company means to develop a drivable prototype with 300hp!

For more information please visit 96Revival.com (<http://96revival.skynetblogs.be>) and leave your comments to support this project.

www.saabhuy.net



Misuse of satnav means road users are **DRIVING BLIND**

Drivers using satellite navigation should keep a map for back-up, says the IAM.

Many people in rural areas will have seen or heard of lorry drivers getting stuck in narrow lanes after blindly following their satnav's cheerful instructions. If the UK were to introduce 'road trains' (articulated 60-tonne mega-liners stretching up to 82ft), as has been discussed recently, these incidents could be much more serious says the Institute of Advanced Motorists (IAM).

A recent survey (motoring.co.uk) said that 20% of women and 30% of men have blindly followed a satnav into the middle of a field, and Network Rail has experienced damage to railway bridges and level crossing collisions as a result of drivers' failure to use their initiative.

Peter Rodger, IAM Chief Examiner, said: "Satnavs can be a real aid to road safety, providing the driver already has an idea of the route.

"Your satnav aids your own navigational abilities. It should not replace them. Have a map as a fall-back and remember satnavs are no more infallible than the person who uses them, so do have some idea of your route before you set out."

"Drivers using satnavs for the first time should be prepared to familiarise themselves with it before setting off on a journey," Mr Rodger added.

The IAM recommends:

- Always programme your satnav before you set off, not while you are driving.

- Use the audible instruction to guide you and only use the screen for a quick glance as a confirmation.
- Certain routes may be closed for whatever reason, and sometimes the data on the satnav itself is old – with a map you can find routes around problems more easily. Pull over and look at your map at the first safe opportunity if you get confused.
- Drivers should also think about the position of the unit – the satnav unit shouldn't obstruct your vision or be put where an airbag could be deployed.
- Weight and height restrictions apply to some routes which is worth bearing in mind if you are driving a hired vehicle that is larger than one you are used to.
- Remove the unit before leaving the vehicle and make sure that all visible satnav mounting marks are removed from the windscreen before you leave the car – they encourage thieves. Also don't programme in your 'home' details – thieves have been known to use these to commit further offences after stealing the satnav unit.
- Although there is currently no legislation for the correct use of satellite navigation equipment, the police have a number of offences they can apply if they believe the driver to have been 'driving without due care' or 'failing to have proper control'. These could result in endorsements of between three and nine penalty points on your licence.

www.iam.org.uk

Car production **hits new low in 2009**

The green shoots of recovery for the car industry continue to slowly sprout, with the decline in car production falling by its smallest margin so far this year.

Figures analysed by the Society of Motor Manufacturers and Traders (SMMT) said a total of 106,400 cars were made in the UK in October 2009 – a fall of 6.7% on the October 2008 figure.

Last month, production of commercial vehicles (CV) fell 39.5%.

Car production for the year so far is now

down 38.1% compared with the January-October 2008 total. CV production is down 60% for the first 10 months of this year. The Government's 'cash for bangers' car scrappage scheme, introduced in May, has helped the motor industry, with new car sales now in positive territory and production levels picking up.

SMMT Chief Executive, Paul Everitt, said: "The rate of decline in UK car production continued to fall in October, against a weak 2008. The scrappage

scheme and early signs of recovery in global markets offer some encouragement to UK vehicle producers, but 2010 is expected to be another difficult year for the industry."

He went on: "The SMMT has asked the Chancellor to use the pre-Budget report to help sustain and strengthen recovery. Building business and consumer confidence will be key factors during the first half of 2010."

www.greenflag.com

The Saab Report Part 3

Oh my God I can't believe it's happening again, your saviour's gone and you're all alone and it looks like the end.

On 24 November the Koenigsegg Group withdrew its planned takeover of Saab from General Motors, claiming that they simply ran out of time to do the deal. The time involved in getting the loan from the European Investment Bank which was delayed even further by the Swedish Government taking longer than expected to act as guarantor for the loan and the recent dramatic drop in car sales left the group with no options.

The first Koenigsegg press release was very short and simple: Koenigsegg Group end the discussion on the acquisition of Saab Automobile AB.

Koenigsegg Group AB announced today that negotiations for the acquisition of Saab Automobile AB have ceased.

"We regret that after six months of intensive and focused efforts have come to the painful and difficult conclusion that we will be unable to complete the acquisition of Saab Automobile," said Christian von Koenigsegg.

"The time factor has always been critical to our strategy to reinvigorate the company. Unfortunately, delays in completion of the deal led to risks and uncertainties that prevent us from successfully implementing the business plan for the new Saab Automobile.

"We are grateful for the support Saab Automobiles directors, employees and trade unions have given us throughout this process."

Saab Managing Director, Jan Åke Jonsson, said on Swedish radio station Ekot that everybody including himself was deeply disappointed with the news that first broke late on Monday evening. He went on to say that he cannot speculate on what it will mean, we must await the analysis that GM is doing right now and that will be ready next week. Only then can we say what will happen.

"It is clear that all, including myself, are very disappointed. We have worked so long with this and it is clear that it is disappointing not to reach the goal.

"Koenigsegg has managed to assemble this group of stakeholders in a timely manner. It is a very complicated situation. In order to be successful, all playing the same direction and with the same timeframe as the company has. It has not been Koenigsegg that failed to get all players to synchronize their timing.

"Anyone who has been in this business has a responsibility. I do not think we'll try to single out any particular officer. Now we are where we are and now we move on, and GM may decide on the future."

As you can see, he initially declined to name any single issue that caused the collapse of the deal, however a couple of days later he suggested that the Swedish Government took too long in agreeing to guarantee the EIB loan, this appears to be the opinion of a number of interested parties.

So why did the deal fall apart?

There is a lot of speculation as to why it happened, some are claiming the Koenigsegg Group would never have been able to operate the company in the long term and that they would have

sold it on as a whole unit or split it into several different units very quickly. Others have stated that GM was so keen to sell Saab they did not care who took it over as long as it was off their books, or that the Swedish Directors would have done anything to protect their jobs (who can blame them for that). Another source went as far as actually blaming one person for this, an anonymous comment blamed Swedish Government Minister Maud Oloffson, claiming the delays in agreeing to guarantee the loan from the European Investment Bank had forced Koenigsegg to end the discussions.

Why was GM so certain the deal with Koenigsegg was solid to the point of moving some 56 truck loads of equipment to set up the new 9-5 production line at Trollhättan before the takeover was signed? Is the Koenigsegg completely dead? Maybe not.

The Swedish Government has repeated the statement that they are prepared to guarantee the EIB loan if a new buyer is found, surely this makes Saab an attractive company now, however to have access to this money production must stay in a Nordic country.

A Swedish government delegation travelled to Detroit for the GM board meeting on the 1 December to discuss Saab Automobile AB's future with General Motors Co., an official said. State Secretary Joran Hagglund, the Swedish government's main liaison to the auto industry, said that Sweden was still prepared to act as Saab's guarantor to loans from the European Investment Bank if required by the EIB. Hagglund himself was part of the delegation.

Does Saab have a future or is this the end?

The GM board met as scheduled on 1 December and decided that Saab would either be sold to one or more of the small number of interested parties or the winding down of Saab would begin, their press conference in the evening lasted for over an hour where several statements were made.

The opinion of Detroit Free Press reporter Mark Phelan was that it's clear General Motors wants 'nothing' to do with Saab Automobile AB at all, but could offer GM technology if Saab Automobile were able to 'buy' it from them.

The writing on the wall for Saab Automobile AB in terms of General Motors' future with them was indicated by none other than Rick Wagoner's response to Mark Phelan when asked if there could be a third option with Saab if it isn't sold or owned by the Swedish Government.

Rick Wagoner, CEO of GM: "I do not see any continued ownership of Saab." He went on to say: "The GM Board of Directors has received expressions of interest in Saab since the conclusion of negotiations with Koenigsegg Group AB. The Board will evaluate potential bids between now and the end of December. At that time, we will determine whether a suitable arrangement for Saab exists. If not, we will begin an orderly wind-down of the global Saab business at that time.

"Due to non-disclosure agreements, we will not confirm or comment on any potential transactions or other matters unless, and until, we determine that disclosure is appropriate."



Who are the interested parties?

BAIC initially was interested in taking over the whole company. When it became apparent that General Motors had decided the Koenigsegg Group was the best option they took what was described as a minority share in Saab, just what percentage this was remains a mystery, part of the deal is to produce the current 9-5 in China from 2010, then BAIC said they are cautiously looking at taking a percentage interest in Saab. Since the GM board meeting they have stated they will move fast in making an offer for Saab. Will this be on their own or as a joint venture with another company, BAIC President, Wang Dazong, would not be drawn, bear in mind that one of the other interested parties Hyundai/Kia has a production agreement with BAIC.

Renco U.S. financier Ira Rennert and his Renco Group had expressed an interest in pursuing a deal for Saab, they were one of the companies in talks with Saab earlier this year.

Merbanco A Merchant Banking Co, based in Wyoming, had also been interested in Saab, Chief Executive Chris Johnston said the company remains interested in Saab but had not been in contact with GM since the Koenigsegg deal fell apart. It emerged on the 2 December that GM decided Merbanco would not be invited to continue with its efforts to acquire Saab.

Hyundai/Kia A late entrant in the game, cash rich via its parent company and very much on the up, their cars are improving all the time and having a prestige brand in their automotive group would help to lift the brand's image.

Spyker The Dutch-built supercar manufacturer now in Russian hands that seems to be very similar to Koenigsegg are being talked about as a serious late bidder.

Christian Von Koenigsegg and Bard Ekar visited the factory at Stallbacka on Wednesday, 25 November and went to Trollhättan the following day. They have said they will help if a new buyer is found, does this suggest they know more than they have revealed and are still hoping to play a part in Saab's future despite claiming they have no specific plans, really!

Bard Ekar was interviewed on Nordic television channel Skavlan

on Friday 4th December and when asked if a deal with GM for Saab was still a possibility, he said maybe there is still a chance, maybe we will get a phone call, let's hope so. The sale of the tooling for the current 9-5 and the pre 2006 9-3 has been agreed with BAIC and has been removed from the factories for shipping to China.

GM has just signed a deal with SAIC Shanghai Automotive Industry Corporation a joint venture that will see several older GM models produced in China, GM claims that SAIC is their preferred partner in China, I thought that was BAIC! Or are GM in bed with both companies?

The latest news is that Saab is being legally subdivided into Powertrain, Parts, Property, Tools and Investing. Although this is a requirement of the national debt office, it is seen by some as asset stripping and spells the end for Saab.

Verdict

It has not been easy keeping abreast of the situation over the last few days and I believe it's far from over yet; will a buyer be found in time and if so what sort of buyer does Saab need? The might of GM has brought it to the brink of extinction, will a small company like Koenigsegg or even Spyker be its new saviour? I honestly do not know, some of my industry contacts believe this is the end and let the garage sale begin.

I have been a Saab fan since I first took an interest in cars, my first was a very scruffy round nose Two Stroke and yes, I wish I had kept it, my parents had several different models, I have only owned seven. It was not until I started writing this paragraph that I realised it's much deeper than merely liking a car they invade your soul, but I have a horrible feeling that this is the end. I hope it's not the case as Saab deserves better.

Remember the industry is still in trouble, most car manufacturers are losing money although few are prepared to reveal how much. Mitsubishi Motor Corporation reported losses just short of \$400 for the first six months of 2009, who would have thought that? Not even me and I work for them, they are now in talks to form an alliance with the PSA Group.

The opening line is from a song, okay I changed a word, the first club Member to e-mail me with the correct Artist's name, song and album title will win a copy of the CD.

Robin O'Connor
robin@coconnor2002.freeserve.co.uk





Saab Turbo Club, Sweden 2009

Ian Studley





THE PEAKS & DALES

4-5 June 2010 (Friday and Saturday)
Saturday, 5 June is the day of the event

On Saturday, 5 June 2010 at 9.00am – again we will be starting another Peaks and Dales. A new route designed by Mike and Veronica will be planned and tested during the winter for your enjoyment and I am sure you won't be disappointed...



You need no experience and you can drive any Saab. Whilst it will be challenging, all you have to do is follow the route instructions in your own time whilst enjoying the scenery.

In the past we have visited many parts of Derbyshire and Staffordshire, also had afternoon teas on canal boats, trains, trams, and a zoo and who knows where it will be in 2010, you can be sure it will be enjoyable and interesting.

Those who stay Friday night will also be able to join us at 'Compo's' fish and chip restaurant in Holmfirth which has also turned out to be an annual event.

As accommodation is limited, please book early to avoid disappointment, Windy Harbour has only seven double rooms. However, there is other good alternative accommodation nearby such as the Peels Arms in Padfield which was well received by guests this year.

Just a reminder, please don't book direct with either of these venues as I need to control bookings on a first come served basis.

We will look forward to seeing you in Derbyshire in 2010. For more information see noticeboard on page 21.

Richard Elliott



Funny Convertible

I have a bit of a funny with my 2006 Saab 9-3 Convertible that I hope you may be able to shed some light on. On occasions, a few seconds after starting up and pulling away, we can hear a 'tone' coming from somewhere around the passenger side footwell. It's not very loud, does not change in pitch, and lasts only a few seconds (typically five to 10).

It does not seem to cause any problems, I would just like to know what it is and what may be causing it?

Mark Nicholson

My initial thought could be it's a noisy heater fan motor. Next time start the car with the interior fan switched off. The fan is located behind the glove box.

Rock and Roll

At motorway speeds no noise, no vibes, just a whistle if wind noise – or maybe my hearing is getting really bad! But lots of vibration if I accelerate.

My tyre guys here (the local agent is stopping doing Saabs, but they were not much good anyway) who are real mechanics, not just tyre fitters, reckon that there is a lot of play in the LHS driveshaft inboard, ie next to the differential. The gearbox rubber mounting (front LHS of box) needs changing so we

agreed that they could also dismantle the driveshafts and check for wear. But – they say that they will not see much. If I understand correctly what I see in the Haynes manual the inner bearing is of the three tripod kind? So they will be able to see if this is worn? Or both. Or if not then the pb is inside the differential – which is another story altogether? (Vague background noises of a car crusher at work...).

No noise when on full lock in a car park. Shuddering when braking but I do not think the disks are warped, almost new in fact.

Steve Smoult

In my experience I have often found wear in RH inner drive shaft cup and star drive, this is RH sitting in car and same side as alternator and opposite side to gearbox. Also often is play in gearbox driveshaft which does not appear to have any effect.

Water, water everywhere!

I have just purchased a 1997 900i with 67,000 miles on the clock. I have a water leak in the rear hatch and can't locate where it is entering. It only affects the passenger side area in the boot. Do you know whether this is a common fault and is it caused by the wiring feed at the top of the hatch, stopping water running down?



If you have any ideas, I would be very grateful. The hatch seal seems to be in good condition.

David Gregory

The cause is usually that the rear light unit is not sealed where it fits on the body. Remove light unit, clean and reseal with sealant, silicone works okay but do take some time ensuring it's well sealed.

The Lights are on but...

I recently took delivery of my fifth 9000, a 2.0 lpt manual (1997) which is proving to be the best one I have owned, but since the nights have been drawing in, a problem has come to light which never occurred earlier in the summer when I had it, or on any of my previous 9000s for that matter.

I first noticed the problem after filling up. I had left the lights on at the petrol station, and when I came to restart it fired up, but died shortly after (as if the immobiliser had kicked in). I tried starting a couple of more times, and the same happened. I switched everything off, got out of the car, locked and unlocked, on trying again it started first time, I switched the lights on, and drove off, no problem.

It happened again a couple of times after, but I sussed that it's always when the lights are on, so I started to fire it up, and switch the lights on afterwards, which seemed to cure it. But on

the last few occasions (and a couple of times when I have been moving, I have switched the lights on, and all of my clocks and display, go to zero). When I am stationary, it conks out again, but thankfully when I am on the move, the dials begin to come back to life after a few seconds.

I have been out this evening, and again, I start with the lights off, carefully switch to dipped beam, but when I put the headlights on, the dials go, and it conks. I patiently do this three or four times, and it's OK (but it's clearly a pain not knowing it's going to start!) It does seem like it's the immobiliser, as it fires then dies (after locking and unlocking).

Another thing to bear in mind is that my voltage reading on firing up is only around 5-7 volts. Could this be a contributory reason?

Any advice would be welcome.

Nick Degg

One very common cause of starting problems that also at the same time affects instruments is a faulty ignition switch, I would change the switch before looking at anything else.

Random starting problems

My 1990 900i Convertible. (YS3AC75D6L 7015011) has random starting problems.

New Air Flow meter fitted, ECU to Bosch for testing – OK, new coil, GNK plugs, rotor arm all to no avail. We now suspect the ballast resistor but can't find it! The Haynes manual says 'Right-hand-side in the engine compartment' nothing there. The coil has only two separate LT leads coming from it.

This has been on-going for quite a long time, starts instantly with a push, it feels as if all the power is going to the starter and there is nothing left for the ignition. It is random, hot or cold, but not so bad when hot, just takes a lot of cranking over. Your expert analysis would be very much appreciated.

I have never had starting problems before in 47 years of owning Saabs.

Derek Fletcher

Not all models have ballast resistor, if it has it's clearly visible next to the coil and fitted on the osf inner wing rather than the radiator.

Check the earth connections on the front cross member next to the battery, these corrode and you may on inspection find several broken wires.

Cool but expensive

I keep getting a message on the SID to add coolant. Am I right in thinking that the 9-5 has a known problem with cylinder head gaskets failing and so losing coolant? Obviously this is an expensive repair job!

David Ghost

If your car is not a 3.0 litre diesel coolant loss is not usually a head gasket. In most cases it's the heater valve located at the rear of the engine compartment.



Floody Hell!

Many drivers became stranded during the floods this November when the banks of the river Tees burst at the A167 at Croft, North Yorkshire. The water was over four feet in places and cars had to be pulled to safety by trucks.

One driver, Ron Outhwaite, made an Indiana Jones-style escape by stretching from his Saab 9000 to board a truck.

Copy courtesy of the Daily Express.

Robin O'Connor asked where Saab will be in 2019. Listen to this!

"We stand at the beginning of a period when we will have to reduce our demands.

"The present day automobile is over-ambitious, it is made to fulfil needs that it is rarely called upon to do. And this is reflected in its excessive cost. If we limited speed potential we would not need such expensive chassis design, we could forget

about 100kph barrier crash tests. A roomy car for four or five, simple in its design and with a low performance.

"Long journeys would have to be made by public transport. This is both cheaper and more restful. It is the qualities needed for long journeys that make a car expensive. And you use five times as much petrol using your own car as you would travelling by bus. I don't believe in the collapse of individual motoring, but I believe in a development within narrower limits than today."

That was the view of none other than Gunnar Ljunstrom, the father of Saab cars, in the early 1970s when the idea of Peak Oil was already being discussed.

The embarrassing and enigmatic reference to 'panheads' (Postbag, July/August 2009) should of course have read 'Panhards'. Blame my handwriting.

Source of the quotation: 'The Saab Saga' (1975) page 46.

Robert Hubbard.

9-3 Niggles

My '55 reg. 9-3s Manual Climate Control panel lighting failed – a new lamp maybe? No, replace the whole panel. Re-programme the in-car computer. Someone in the design department needs taking to task, what a waste of resources.

Another issue to be resolved concerns the cabin air circulation fan. (Resistor failed, replace the fan.) The default high flow setting for rapid cooling in hot weather is a good idea as long as the system knows when to stop, presumably this also cools the A/C heat exchanger. This summer I've known the fan to be running (just) three hours after switching off. Very disconcerting.

It seems the 9-3 has inherited the GM900s front spring weakness. If the 9-5 and the 9000 are reliable in this respect I doubt that speed humps have much to do with it. Alternator failure (the water pump as well!) is inexcusable, these are examples of where Saab has excelled in the past in terms of durability, maybe now Saab is free of GM, perhaps the bean-counter mentality will go as well, once the restructuring goes through. Cheap parts are not the answer, labour to fit them is not cheap!

I suggest that all road testing of spring design is directed to this part of Norfolk, in particular the A149 coast road east from Hunstanton, a beautiful drive but what a surface!

I was reminded of a pre-Saab event with an Astra, a breakdown (in Penzance) was diagnosed as an earth problem but turned out to be the alternator failing. I bought a new battery as a back-up but managed the drive home, over 400 daylight miles, and the drive to get it fixed. The 9-3 is a good example of how far the electronic aspect of car development has gone, and it is a nice car to drive as well.

HJS

Hey Good Lookin'

At the time of writing, I have only seen a few pictures of the new 9-5, and it doesn't strike me as being very Saablike at first glimpse. OK the front has the family grille and lights, but the side profile seems very heavy with the thick C Pillar, and high boot line, and also the front end looks quite blunt. It doesn't really look like anything else, which I suppose is a good thing, but that's not to say it's pleasing to the eye. Hopefully when we see them in the dealers and they start populating the roads they will show some redeeming angles and time will be a beautifier.

This got me thinking about which models have been good lookers, and what bits appeal and why? So here, for what it's worth, are my Top Three Saabs of all time.

Three: The 900 Classic 3-door, post-1987 with the sloping front, and integrated bumper mouldings, it just tidied up what was already a cool shape. From some angles it was still a bit gawky, but that windscreen and side window profile is just heavenly. Especially with a set of three spokes, it looks a proper mean machine. Even in standard trim and the stainless steel disc wheel trims it's still a classy looker. There is absolutely nothing in the sub £1000 aspiring Classics market now which offers such distinctive looks, reliability and durability. It may have rusty door bottoms and a saggy headlining, but that won't stop a kid seeing one from over the road and saying, 'wow, what's that?'

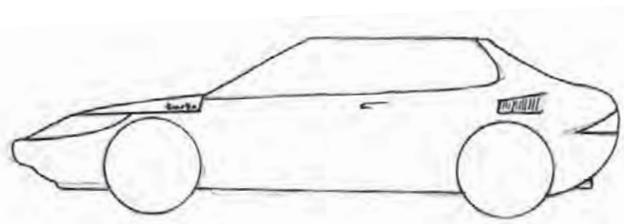
Two: 9000 Aero – How the 9000 has matured, it may not be everyone's cup of tea, but hear me out. The face-lifted model gave us that unspeakably gorgeous back end, like the stern of an Art Deco Liner. I get slightly aroused when I am washing the rear of my 9000, it's just so wonderfully shaped (yes I am that passionate about beautiful forms!). The narrower grille to give it a lower bonnet line, and a sleeker side profile, but its 'top trump' is the slightly lowered suspension, and squat stance on fatter tyres and deep dish alloys. The interior is a masterpiece too, but its external aesthetics which please the most. Just those subtle changes to the mouldings (shared with the Anniversary) very discreet badging, and its ever so slightly aggressive stance, make it the ultimate Q car. Few cars look equally as good in any colour, but the Aero just exudes class in any hue.

One: 92 Saab in its purest form, designed by aeronautical engineers who gave it a teardrop shape, which cheated the wind like nothing else at the time, unless of course you were a member of the aristocracy and you could afford a Bristol 401. Its beauty is beguiling; I don't think they had straight edges in the drawing office, curves are everywhere. The brightwork looks like it has been poured on at speed, it just follows the curves and tapers towards the back, even the door handles are rearward facing to reduce drag. As we all know the car went to be a star of many rallies, Saab's chief engineer Rolf Melde drove on to second place in the Swedish Rally only weeks after it was introduced, and this started a long lineage of success throughout the ranges.

In stark contrast to the 900, which I think got nicer as it grew out of the 99, as its proportions stretched and developed grace, the 92 was perfect right from the off, as if designed with one stroke of the pen (like the series 1 E-Type, or an original Mini). It couldn't be bettered, as the 93, 96 gained a few pounds, and lost some of the original purity of design. Looking at pictures of it now, it seems amazing that other manufacturers didn't follow suit, there are elements of the frontal aspect in the Renault Dauphine, but nothing else springs to mind. I suppose that comes down to the design brief, and the people who Saab had working for them, they weren't laboured with having to produce a vehicle which had to compete with a Ford Pop, or a Vauxhall Wyvern, they just had a fresh approach, brilliant minds and came up with a truly revolutionary car, which just happens to be truly, truly scrumptious.

Here is a rough silhouette of a 'Retro' Saab I did a few years ago, when Fiat were first talking about doing the 500, and Lancia were going to do a re-worked Fulvia, which was gorgeous. I set myself the task of incorporating the (then) new corporate nose, and some styling cues, mainly from the 99. I think it works pretty well, but then again I get excited by back ends of cars, so I am probably not the best Judge!

Nick Degg



SCOTTISH WEEKEND 2010

19-21 March

The Royal Hotel, Bridge of Allan, Near Stirling

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

www.visitscottishheartlands.com/areas/stirling/index.cf

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

There is no supplement for single rooms, and no charge for under 16s, except for meals as taken. If you wish, stay for Sunday and Monday nights at the same discounted rate, payable directly to the hotel, but book through us please. Dogs with well-behaved owners are

welcome too.

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

Last date for bookings 1st March!

Paul & Elizabeth Mills

'Hollybrook'

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Airdrie

North Lanarkshire

ML6 9QW

Tel: 01236 752089

E-mail: elizabethmills@tiscali.co.uk

Paul.Mills@tannoy.co.uk



Swedish Day UK

Sunday 9th May 2010

Haynes International Motor Museum

www.swedishday.co.uk

Peaks & Dales

4-5 June 2010

New route to be confirmed.

For more information contact Richard Elliott

Tel: 01457 852944

New SOC Group for Kent Area

A few of us are looking into starting a meet for fellow Saab enthusiasts.

The last 'Driver' prompted a good response.

Please e-mail me if you would like to attend a meet
andrwdunne@aol.com
Hope to hear from you.

Andrew Dunne

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RAC
rescue

WHAT'S ON

Beds Herts and Bucks

We would like to thank everyone who has attended our meets this year and hope to see many more Saab Owners in 2010.

DECEMBER 2009

Saturday 5th

South West Saab

We enjoyed a very pleasant Christmas Meal at the Rest and Welcome. 17 Members braved the weather and sat down in a very warm room to a four course meal of their choice. The staff were excellent and couldn't do enough for us. A raffle was held and yours truly won a bottle of whisky donated by the pub. Many other prizes were also drawn. All the Members of South West Saab wish everyone a Fantastic New Year and look forward to seeing you during 2010.



JANUARY 2010

Tuesday 5th

West Midlands and Warwickshire Saab

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

Saturday 9th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

Tuesday 26th

North West Group

Annual Dinner at HOME, Lymm, Cheshire from 8.00pm. Contact: John Newby Tel: 0161 9299155 or Richard Elliott Tel: 01457 867878 to make a reservation.

FEBRUARY 2010

Tuesday 2nd

West Midlands and Warwickshire Saab

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

Saturday 13th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

Tuesday 23rd

North West Group

AGM Meeting. All welcome including non-Members. Meeting at 8.00pm at Britons Protection, Manchester (opposite the Bridgwater Concert).

MARCH 2010

Tuesday 2nd

West Midlands and Warwickshire Saab

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

Saturday 13th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

Friday 19th-21st

Scottish Weekend

The Royal Hotel, Stirling. See noticeboard on page 20-21.

Wednesday 27th

South Yorkshire Saab

AGM at the Clubhouse – 8.00pm. member@saabinn.fsnet.co.uk

Ellie wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please fax any events to Ellie Wilson on 01527 403596 or e-mail: elli.wilson@virgin.net 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 March 2010 issue is 22nd January 2010.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

APRIL 2010

Tuesday 6th

West Midlands and Warwickshire Saab

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

Saturday 10th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

MAY 2010

Tuesday 4th

West Midlands and Warwickshire Saab

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

Saturday 8th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

Sunday 9th

Swedish Day UK

Haynes International Motor Museum for more information visit www.swedishday.co.uk

JUNE 2010

Tuesday 1st

West Midlands and Warwickshire Saab

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

Friday 4th-5th

Peaks and Dales

New route to be confirmed. For more information contact Richard Elliott Tel: 01457 852944

Saturday 12th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

JULY 2010

Saturday 10th

Beds Herts and Bucks

Le Mans Classic Weekend. Please contact us if you are interested. Christian.sawers@googlemail.com

AUGUST 2010

Saturday 14th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

SEPTEMBER 2010

Saturday 11th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

OCTOBER 2010

Saturday 9th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

NOVEMBER 2010

Saturday 13th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

DECEMBER 2010

Saturday 11th

Beds Herts and Bucks

Meeting at the Green Man, Eversholt. We will be there from 1.00pm. Contact Christian.sawers@googlemail.com

East Anglia Saab

I have arranged for our January, February and March 2010 (+AGM) meetings to be held at: The Bunbury Arms, Ixworth Road, Great Barton, Suffolk, IP31 2NX from 7.00pm onwards.

They run a carvery and restaurant, bags of room, great atmosphere, home cooking and a large car park.

I hope this will be an easy location for East Anglia Saab Owners to reach and very much look forward to seeing you there.

Meantime, our December meet will again be at The Black Horse, Thorndon, Eye, Suffolk IP23 7JR. Food served between 6.00 and 9.00 – and again, looking forward to seeing you there.

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Tel: 01772 769015
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Please note the groups highlighted have returned their attendance registers.

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Happy New Year

I hope you have all had a great festive season, and all your wishes for 2010 come true.

Yep, it goes without saying 2009 is now a distant memory, and I for one have met a lot of SOC Members in the last 12 months, and I hope to see you all again, sometime during this coming year.

Well, this is my final year of being the UK Group Director, so this time next year you may well have a brand new person writing these pages, do I hear hurrah and sounds of relief! I know you will all miss my drivel, but rest assured I will still be around and about at many Saab related events, and basically any Saab type things that are happening around the country.

Well Santa was pretty mean to me this year (again), I have now got more socks and weird Christmas ties and T-shirts than you can shake a stick at, this is all thanks to Mrs Ellie and my kids. I am really looking forward to wearing some of them to an event near you very soon! Don't be surprised if I arrive at an event wearing a snow scene tie in the middle of summer!

Saab Events 2010

As I have still got your attention, please can you send me all your planned meeting dates for this year so that it can be advertised in the next 'Driver'. As you are aware the print times very often overlap the event, hence it is not published in time, even if you are just at the planning stages please let me know as we can then put a footnote at the end stating 'to be advised' or contact us for more information.



Saab 9-5 Launch Event

Well to start off this section we will go back to October 2009 when I attended the launch of the new Saab 9-5 Saloon. I did put a small piece in the last 'Driver' but it was rushed as the print time was fast approaching, the event was at the Farnborough Airbase. During that weekend a series of launch-events took place and were hosted by Saab GB.

Johnathan Nash, the Managing Director of Saab GB, welcomed Saab drivers from across the UK, and in the case of my presentation there was a visitor from Cyprus, now there's dedication.

Johnathan Nash went on to confirm the exiting future ahead for the Saab car, and the fact that the company will go from strength to strength and major advances in technology and major enhancements are all ahead for this car maker. Reading between the lines, I gather the quirks and pioneering advances we have all come to love Saab cars for will once again be brought to life, alongside a host of new ideas, while at the same

time the link to GM will remain for the next few years, this is of course obvious, as development of Saab cars during the last decade have been a joint venture between the two companies. I personally think both companies have learned from each other and while some may say this is not true, I beg to differ. Saab had to become more mainstream and do as other manufacturers do in as much as provide cars that appeal more to the general public whilst maintaining a degree of individuality.

The presentation and launch was absolutely first class, and the refreshments laid on were enjoyed by all who attended, well done to Saab GB and to Saab Sweden and I hope this car goes on to hit all the opposition for six!

The picture within this section shows a few fellow Saab drivers getting their hands on the first Saab 9-5 to arrive in the UK, and to those who know me... the day would not have passed off so well without a feed, so, pictured is my selection of reindeer, smoked fish and prawns... this was a lovely meal – oh and the car was just as great.

AROUND THE UK

EBOR Saab

Karl Moxon kindly sent me some photos of a run his Group went on during the latter part of summer 2009.

Unfortunately they missed the print date of the last 'Driver', but here are the photos, hope you all had a good time – here are a few words from Karl Moxon.

"Attached are a couple of photos of last Sunday's run, which was organised for EBOR by our Members Richard and Ruth Allen, to West Yorkshire. We covered around 70 miles, including stops at two television relay masts (Holme Moss and Emley Moor) and Holmfirth – 'Last of the Summer Wine' country!"

Thanks Karl, hope to see you sometime this year at an event.



Meguiar's Treat

Usually this day is associated with Ghouls and Ghosts, but on this occasion Graeme Lambert (900 Registrar) decided to arrange an open day in conjunction with Meguiar's car care company in Northamptonshire.

The event was very well attended by Saab drivers from around the UK, the demonstration was done by two of their employees, Jim and Dom (Jim is pictured), who did a fantastic job in highlighting what some of us assume to be a chore or conversely a whole weekend's work – that is caring for your car's bodywork. As was pointed out, well-protected paint will also protect the metal beneath it, and any damage especially stone chips at this time of year, should be dealt with as soon as possible to minimise the risk of salts and other contaminants degrading the metal. I would recommend that a regular jet wash of the car at this time of year is essential, especially the underneath, around the wheel arches and in the lower door area, as these areas will tend to harbour the rock salt.

The day ended with us all visiting the shop display where we could purchase items available. Well, as you would expect, the Halloween night would not be right if you did not get the 'trick



or treat' knock at the door. Well, I made it very clear to my kids that if anyone knocks on the door I am going to be Mr Grumpy (bah humbug). Without me knowing, whilst I was at the Meguiar's event my daughter and a couple of kids planned to really trick or treat my car if a treat was not forthcoming... suffice to say £5 later!!

East Anglia Saab

Unfortunately EASOC suffered the loss of their usual meeting place in the latter part of 2009, the fantastic old building suffered a terrible fire and has destroyed much of the structure. You may recall in one of my previous write-ups my appreciation of the building, the fine quality of food and the excellent welcome you are guaranteed by the EASOC. I have received an e-mail from Rachel as detailed.

"Our next meeting will again be at The Black Horse, Thorndon, Eye, Suffolk, IP23 7JR. Food is served from 6.00pm-9.00pm (and very good it is too) the pub is delightful but I am aware that it is a long way for many of our Members to travel to, so I am investigating other locations on the far side of DISS for January and February – meanwhile if any of you can recommend a suitable venue I should be delighted to hear from you."

Rachel

East Anglia Saab Owners Club
E-mail: SootySaab@aol.com
www.easaabclub.co.uk

Can I suggest you contact Rachel before you attend, just in case there is a change in venue. (See 'What's On', page 22 for an update on 2010 venue – Ed).

Molly Kenchington goes Gliding!

I must be a total wimp! – I telephoned Molly to arrange for some of the SOC goods to be delivered to me for sale at the NEC event in November, as the conversation progressed, Molly pointed out to me that she is a keen glider pilot! I remember visiting and having this very same conversation with Robin and Alex (SWSOC), I still cannot understand why anyone would want to go up in the air (towed by a plane... with engine) to be let loose to free fall back to earth, in a device that resembles a

plane but has no engine!

I am NOT in anyway throwing down the gauntlet for anyone to offer me a sample run in such a machine, anyway here is what Molly had to say...

A Story for Ellie

This little story is to make you feel safe about gliding Ellie.

Several years ago my late brother and I used to go on gliding holidays. His trips were countrywide, mine were to Luton and Dunstable Gliding Club and were wonderful.

The days consisted of a small amount of time discussing weather tactics in the clubhouse which served delicious meals. After the meeting one of us was sent to get the towcar – I think it was a Morris Cowley with the front doors taken off. I loved driving that around the airfield so always volunteered. The cables were attached on either side of the car around the area where the doors would have been.

After the SCRUBCAT checks were carried out, the winch came into operation, once the glider was airborne and the cable was cast off, great care had to be taken not to stall. Flying was exhilarating, views were spectacular and the lovely whistling sound and general silence were superb.

So here I still am, with never a frightened moment. I know gliders today are more sophisticated than when I was flying, mostly aerotow is now used these days.

I had promised myself some hot air balloon adventures along with freefall parascending but unfortunately my lovely brother died, and my late husband put a big veto on it!

I think once you have had a glider flight Ellie, you might just be hooked... make it your New Year's treat.

Molly

Molly, thanks for your kind suggestion, I am sure you mean well but – no thanks!



AROUND THE UK



November 2009 NEC Classic Car Show

Firstly I would like to thank all the team who helped out on this event by name: Fred Lichfield, Dave Ross, Carol Gray, Craig Bell, Malcolm Bell, Greg Styles, Mike and Hillary Philpott, Geoff Calvert, Rob Gray, Alex Rankin, Robin Morley, and John Viggars. Thank you for giving up your time to help out, it would not have been possible without you.

The SOC had another fantastic display of cars and in no specific order we had Fred Lichfield with his 1988 900 Convertible, this car is a credit to him and I am sure he could have sold that car 10 times over judging by the amount of requests he had of offers to buy it. Mike Philpott (ex-SOC Chairman) very kindly brought his 96 Anniversary; he has owned this car for many years, and has kept this car in tip-top condition at any cost, this is the first time I have seen this car in the 'flesh', and what a car it is! Rob Gray displayed his 99T 1978 vintage, Rob bought this car approx two years ago, and to me it was in mint condition, but Rob being the perfectionist he is sent the car off to Jamsaab to improve the power and off to a local bodyshop to find and correct any imperfections they could find, he has also changed the headlights to the American specification twin headlights, the car looks absolutely fantastic.

Our furthest travelled display vehicle was from Cumbria, a C900, with the full Saab bodykit, and virtually all the Saab accessories available at the time of build! This car is owned by

Craig Bell, if there ever was a young enthusiastic Saab driver, Craig is the one, this car is normally put away for the winter and I am very grateful that Craig agreed to bring this car down for the show. He is very fussy about his car and it shows in the condition of the body of the car right down to the engine bay. Craig the car is fantastic, thanks for making the journey down to the Midlands, I hope by now you have come down off cloud nine, as I know you really enjoyed yourself and was very pleased to have displayed your fantastic C900. I am sure that Members reading this page will agree the car is a credit to your hard work.

Not to be outdone, Greg Styles displayed a Saab 96 V4. Greg had just spent a good few UK pounds having the interior refurbished specially for this show and it really looks the part, 90% of the work on this car mechanical or otherwise has been done by Greg himself, and the car runs really well, don't ask him if the car is up for sale! It's strange the amount of visitors to the NEC who said 'I used to have one of those'.

Geoff Calvert kindly displayed his Sonett 2, now usually you can't find one of these cars to put on display, but ironically this year I had a choice of two, I just can't believe it, Mike Philpott also offered to display his, but we opted to display his 96 Souvenir instead. The Sonett was in fact imported back to the UK from the USA, and it even had air conditioning, now that must have been a great luxury as the car is of 1973 vintage. Again visitors to the stand were amazed to see such an old and truly classic in this fine shape.



And, lastly but by no means least, I would like to thank all the Saab drivers who popped over to say hello, I hope you had a great time and will visit us again next year, when we will be celebrating 25 years since the launch of the 9000.

Rare Species found...

While I was mingling and chatting to Saab drivers at the NEC, I was approached by a very decent and sensible looking gentleman. All seemed well at first until he admitted to reading the 'Driver' from end to end and... he really enjoys my pages! If anyone knows Malcolm Strutt of Chesterfield, Derbyshire or sees him out in his C900 Convertible, please just give him a hug and assure him he will soon be better!

This year the SOC has some very exciting events lined up, and I hope you will be able to join us at one event or another. The National this year will be announced soon and hopefully the weather will be as kind to us this year as it was last year, and please if you have any events you are planning to attend this year, don't forget to let the 'Whats on pages' advertise it.

SOC Club Shop

There is a new range of clothing and SOC merchandise well on the way, those who were at the NEC event would have already seen most of them, the online shop and the 'Driver' will be featuring them very shortly.

Ellie



Wedding Bells for Beds, Herts & Bucks

"As if getting the new Beds, Bucks & Herts Group off the ground wasn't enough to contend with, I also decided to get married this year! In truth, we decided last year, but as most of you probably realise, it takes 12 months thinking about it, planning it, agreeing it, changing it, worrying over it, stressing over it, changing it again and then sheer panicking over it! Well I am delighted to say that after all that the whole weekend (3rd October) in fact went exceedingly well and to top it off, the Friday preceeding our big day was my birthday, what more of a present could I ask for! I even used my treasured C900 Turbo 8V as my transport for the weekend and the car we returned home in as man and wife on the Sunday which with lovely sunny skies and the sunroof open made it a very special journey. It's just a shame nobody got a photo of it on the day – c'est la vie.

So here is a picture of my beautiful new wife the legendary Mrs Paula Sawers and I at our reception. Paula has been so supportive of my endeavours with the new Beds, Bucks & Herts Group, attended several meetings and made new friends and most importantly, not batted an eyelid having been dragged to The Green Man in Eversholt yet again instead of looking at dresses, shoes, cakes etc. So this goes out to you Paula as a BIG THANK YOU for all your love and support as my ever loving new wife!"

Well on behalf of the SOC and all Saab Drivers all the very best for the future!



Classic Car Show





NEC Birmingham





Myself and Robin Morley decided once again to visit the classic car show at the NEC. Last year's event had been fabulous and we never really got the chance to see all the wonderful cars on display.

We were joined by David Lowe who very kindly offered to drive the three of us in his very nice 9-3 Sport Wagon. It was great to spend some time on the excellent SOC stand and say 'hello' to the guys waving the SOC flag! Mike Barnes from our own South West Saab Club was also there.

There was a great selection of Saabs on display, Rob Gray's beautiful 99T, Craig's outstanding c900 Carlsson, Mike Philpott's incredible 96, a lovely Sonett 3, gorgeous C900 vert and another lovely 96 in White that I didn't find out the owner of. These cars are a real credit to the owners' hard work and dedication and to the longevity of the Saab brand.

If you have never been to the Classic Show I can thoroughly recommend it if you get the chance, there is so much to see and a great auto jumble and brochure section.

Alex Rankin, (South West Saab)



**'Splatting'
new members**



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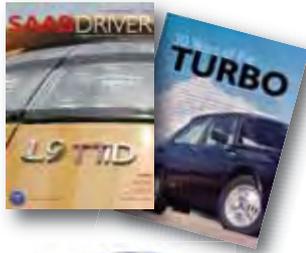


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We are always on the look out for new Members, and what better way than to 'splat' them!!

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

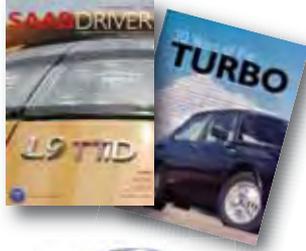
If you need any more 'splat' cards we will be printing a further set in the next issue, but if you can't wait contact annes@mypec.co.uk
0113 255 6866 for more.

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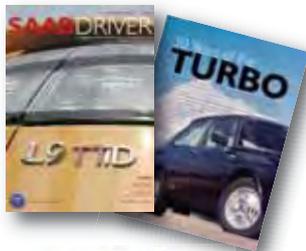
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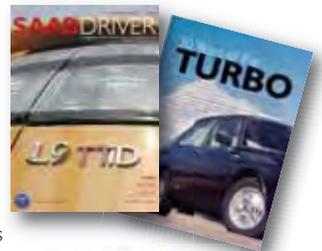
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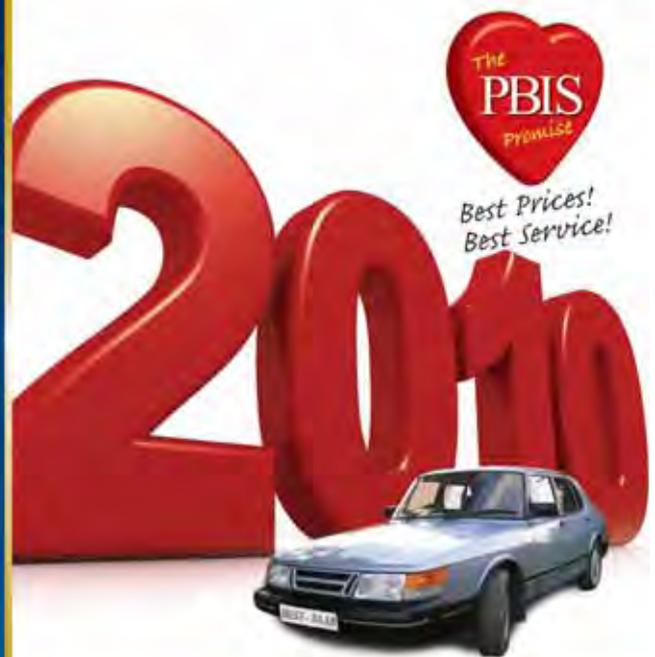
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99L GL EMS GLS GLE SAL	76 on	£297.82	£407
900 GL GLE EMS GLS CD	79-83	£297.94	£410
900 900i	85-90	£343.07	£410
900 Turbo	81-82	£399.61	£546
900 Turbo	84 on	£386.85	£529
900i 16V Cat	89-91	£263.39	£359
900i 2L 16V HB	88-91	£343.07	£470
900i 2L 16V CAT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

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



Classic 900 Limited a Saab success story

Classic 900 Ltd opened in April 1999, after the new Saab dealer in Hull chose to use their own management team which made Glenn Marks the General Manager and Bryan Ward the Service Manager (of 25 years!) surplus to requirements.

Bryan said, "I started to receive letters and phone calls daily from long-standing Saab owners I had known as customers and friends asking why I was not part of the new dealer and most comments I received were that if ever I had my own business then they would carry on dealing with me for Saab servicing."

After speaking to Glenn it was decided they would work out a business plan to start a new venture, the only problem was the plan required three experienced Saab partners to make the plan viable, Glenn and Bryan agreed that the third member of the team would be Simon Cone, who at 27, was the youngest of the team was a vastly experienced fully-trained Saab technician. These skills added to Bryan's, who at the time of opening was 51, gave the workshop all the experience required, Bryan originally trained as a Jaguar technician and later moved to Saab and was awarded one of Saab's highest accolades, that of Saab Master Technician.

Sales and management experience was brought to the team by Glenn who was 38 when the company opened. Having originally trained as a Rover partsman, he later moved into sales with Nissan, VW Audi and eventually senior management with Saab.

Glenn said: "The three of us had to dig deep into our pockets which included help from family and friends to finance the launch of Classic 900 Ltd. As a Saab specialist the rewarding part for us is the loyalty and enthusiasm that our customers show to the three of us. Generally Saab owners are knowledgeable and passionate about the brand and in my opinion they like to deal with familiar faces who they trust and can talk to when having their vehicle serviced, this is backed up by the fact that customers travel from all over the UK to have their cars worked on here."



Ten years on the company now employs a fourth member, Paul Wilson, a very experienced and respected technician who brings other skills to the business including welding experience and knowledge of other brands. Paul is also a qualified MOT tester.

In 2002 the business had outgrown its original premises which were rented and moved to its current location in Kimberley Street which offers two large workshops and three separate offices as well as ample onsite parking, the most satisfying aspect of the current address is that they own the premises rather than renting.

Car sales have also helped grow the business, generally a small selection of handpicked Saab models are available. Glenn is more than happy to deliver Saabs that they have sold anywhere in the country. A little over two years ago a Director of the Saab Owners Club, a certain Robin O'Connor had his 9-5 Se airflow estate delivered to Swindon. In fact they delivered his previous Saab to the same address several years ago. As far as Classic 900 knows the furthest distance a car they sold has travelled is Moscow! A teacher from Hull who bought a 9-5 Griffin from Classic 900, then took a job in Russia and drove the

car there. A framed picture of the car parked outside the Kremlin takes pride of place in the office!

"In addition to Saab sales and servicing, we can offer Hella air conditioning service and are now agents for Evolution power chips."

Classic 900 is helping the Club to attract new members. If you are a Saab dealer or specialist that is willing to help us in this quest, you could see your business featured here. For more information please contact Robin O'Connor, Director of dealer liaison: robin@coconnor2002.freeseve.co.uk

Robin O'Connor

CLASSIC 900
15 Kimberley Street, Argyle Street,
Hull Tel 01482 22622/581519
www.classic900.com
e-mail glen@classic900.com

9-3 TiD ISSUES

Many thanks Richard for your Car Clinic Special on the 1.9TiD engine in the last edition of 'Driver'. It sits, in timely fashion, alongside my article on alternator failures in the same edition.

I would confirm the price for the replacement alternator, at £195, less Saab Service Club discount, bringing the price down to £170. Relatively cheap, but I doubt that old Bosch alternators would have failed – unlike the Denso type, as now fitted. A breakdown has potential on-costs – like loss of RAC 'No Call Out' Discount – and workshop fitting charges.

The rest of your article was rather worrying, knowing that there was a potential minefield of failures awaiting my 9-3. I already know about the cam belt issue, although a recent second opinion has suggested that my engine is no noisier on tick-over than usual – so I don't have to contemplate an earlier-than-scheduled replacement. Your advice – that the water pump be replaced at the same time – seems prudent.

My car's engine can be lumpy at times. Three times recently, it has faltered, at both motorway and town speeds, such that there is a sensation that the engine is not at all happy. Reading Saab looked at this on the first occasion. They found that the swirl actuator (fault code p1109) was not working too well – part of the complexities of making diesel engines work properly. It was also suggested that such faltering, if a one-off, is due to the catalytic converter regenerating. But three events, in close order, suggest that it is not simply down to regeneration.

On the third occasion, I was over in Suffolk, so popped in



(for the umpteenth time in 32 years) to Cox's of Ipswich for a chat to the Service Manager. He confirmed your advice about the EGR and the likelihood that the manifold would eventually need replacing. It made me wonder about the wisdom of switching to diesel, especially now that I am retired and our annual mileage has dropped (having left Nottingham, I am no longer doing my weekly trips into the Peak District). Cox's Service Manager reckoned that a modern petrol engine was much cheaper to maintain, with ever-improving economy, too.

On lumpy running generally, I do find that the TiD engine is very difficult to control at low speeds. On bumpy surfaces in low gears, there seems to be a strong tendency for the engine management to bring the engine speed sharply down to idling speed – with consequent transmission backlash. The lower the gear, the greater the backlash. It's then difficult to bring the revs back up precisely to match the falling road speed, eg when accelerating away from humped mini-roundabouts. The firm suspension settings merely add to the problem, as road surface irregularities are transmitted to the right foot and accelerator pedal in turn. Changing the chip to a proprietary upgrade doesn't offer a solution. My coping strategy has been generally to keep engine revs down and to keep in higher gears when on the move. This cannot work at 5mph, which is often too slow for second gear. Advice from Saab Service personnel is to keep the revs up, which I find almost counter-intuitive, given the underlying principle of the slow-revving, constant speed diesel. The result of this difficulty is that the 9-3 can be quite crude around town. Yet away from town conditions, it's a great drive.

Your article worries me too in respect of failing front springs. This area abounds in speed humps, raised mini-roundabout centres, poor road surfaces, uneven level crossings, so I fear for the springs

sometimes. On my old 9-5, and its predecessor 9000, I had Eibach springs and shockers.

I didn't initially think that the 9-3 would require any changes, but if the original fit springs are liable to fail early, perhaps Eibachs, or similar, might be the alternative.

All in all, it's a potentially expensive time ahead. And I need two new tyres, too!

Will you do more articles about the 1.9TiD, please? 'Diesels for Dummies' perhaps.

Barry Neville

I do think on reflection may be I should have pointed out also the good points: Currently one of the Saab models I am driving is a 54 plate 1.9 TiD vector with 125k covered, I am pleased to report that it still drives like a car with 36k, it has had new front springs, alternator, egr valve, cam belt and water pump in the last 50k.

I would also reassure readers that some issues have been addressed in that replacement parts have been modified or redesigned in order to give a longer life and improved reliability.

The 9-3 sport, I would say has had some issues but it will stand up well and cover very high mileage without major deterioration of the handling etc which means it's a good long term second-hand buy as well as new.

I would reassure you that while some repairs may be necessary in the future it should overall be reliable and give good service.

Richard Elliott

Like all of the Saabs that I have driven before, the 9-3 has a fundamental integrity. Indeed, we bought our 9-3 new (our first new Saab) with a view to long-term ownership. We were quite used to 10-year old Saabs in the past, and it's still looks pretty good after 4+ years. All I had done was to give it a good clean that day. I do think that the first version got the external looks just right – understated form and function – unlike the later nose job (which hasn't followed through into the new 9-5). Interestingly, one respondent to the Saabsunited blog commented that the 9-3 was far too good for a GM car, especially for the US market.

I am also relieved that the quality of replacement parts will generally be better than originals. This should be a natural thing, as Saab react to service feedback and to knowledge of long-term reliability and durability.

Your experience of 125,000 miles is probably typical for that mileage. My previous Saabs have all entered six-figure mileage territory with a history of some substantial replacement parts, and it would be naive of me if I did not think that my 9-3, over a lengthy period of ownership, was not going to incur some major replacements.

So, I shall face the future issues with some equanimity, well aware that things might need to be replaced in their turn.

Could you, perhaps in your next Clinic in the 'Driver' respond to the problem of low-speed running.

Barry Neville

Thanks for your e-mail, as I pointed out and I hope offer you some reassurance, generally Saabs are more reliable, for example transmission repairs are a thing of the past, probably due to the use of synthetic lubricants.

Regarding the slow running problem you have highlighted, can't say I have ever found it a problem and it's not a general complaint, we will see if any other owners comment.

Richard Elliott



Launch & Lunch for South West Saab Group

Well it's been a little quieter in these parts for the last few weeks. As a Group a few of us did two trips. One was to the Classic Show at the NEC where we helped for a while on the Club stand. It looked very inviting and a big well done to Ellie and all the others. A very nice selection of cars was on display and I was very impressed with the way it was laid out. Nothing squashed together, but where was the coffee after our four-hour trip, just jesting. Next year will be the year of the 9000 and another different model to put on display.

Back in October we had an invite to go to Farnborough to see the launch of the new Saab 9-5. A very big thank you to Saab GB for the presentation and hospitality. Alex, Paul, Joe and myself had

a very nice time and it was good to see some of the others from the Club too. I sincerely hope this car makes it to the showrooms. As I write (November 2009) the news has not been good but I for one will have my fingers crossed for Saab's good future.

The Group is busy chatting about next year's National as we have been asked to present it. We do have a choice of venue but cannot say the location at the moment, but can say it is in the south of the country. Bigger news when we have it. Our monthly meetings are still taking place at the Airfield Tavern on the first Wednesday of the month if you fancy coming for a chat, everyone is more than welcome.

Robin Morley (SouthWestSaab)

18 days' self-drive tour of **SOUTH AFRICA'S CAPE AND GARDEN ROUTE**

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- Day 17** 16:30: Half hour drive to CPT airport. Check the car back in.
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Happy New Year! My New Year's resolution is to get Rose's 96 running properly at last, and to use it more... what's yours?

Saab's glorious past

Following the theme from the last column of the 96's motorsport achievements, in the week that we found out that Koenigsegg had withdrawn from the opportunity to buy Saab, and there was (and still is at the time of writing) serious doubt about the future of our favourite car company, the clever people over on the Pistonheads website chose a very special photo to feature as their 'Pic of the Week', to remind us of some of Saab's past achievements. Here it is for your enjoyment:

The car in question was being driven by Simo Lampinen, who is nowadays a WRC scrutineer and safety rep for the FIA, as well as an official of the Saab Club of Finland. I had the pleasure of meeting Simo at the International and he's a really nice chap. Anyway, back to the pic, the event was the 1969 Swedish, the year after he won the RAC Rally in the V4. Simo only managed second on the Swedish, but still a great result for what was then a relatively undeveloped car. The co-driver was Arne Hertz who went on to ride shotgun with Stig to win the 1971 RAC. Thanks to the many people who e-mailed me with links to the photo on Pistonheads.



New Registrations

Name: Jonathan Davies
Location: Clackmannanshire
Car: 95
Registration: RNV 695M

Name: Ronan Sill
Location: Burton on trent
Car: 96
Registration: UJW 926L

Name: Richard Skelton
Location: Holmfirth
Car: 95
Registration: HBH 226G

Name: Rod Leach
Location: Buxton
Car: 96L
Registration: PGL 873R

Name: Paul Dodds
Cars: 96 95
Registrations: DRF 803K RDN 711P

Some 96s for sale in North Yorkshire

Robin O'Connor told me at the last Board meeting of a 96 he spotted for sale in Egton, up on the North York Moors. I was a little flabbergasted as I drive through Egton regularly and had never seen it. So the next time I had chance I stopped to have a look, the car (and the owner's other 96, a Souvenir) were just out of site from my usual route between Grosmont and Glaisdale which explains why I'd missed it. The car for sale is a Carolina Blue 1974 model but with an early chrome grille fitted. It seemed fairly solid, cosmetically it needs some attention but it has lots of potential and looks like it has been used until quite recently. Asking price in the window was £695. If anyone fancies the car, I'll put you in touch with the seller.

I have received a message from someone even closer to home to say they also had a Carolina Blue 96 for sale. This one is in Terrington, a couple of miles from where I used to live. This explains why friends of mine have occasionally claimed to see me out in Rose's car (even though that's a much paler blue) when I knew I hadn't been anywhere in it!

It has a clutch problem, but the owner has a new diaphragm clutch (but not the release bearing) to fix it. Its MOT has just expired and it was in daily use until July. There is a big pile of spares. The interior is fairly sound, the car is pretty solid and has reasonably tidy bodywork. It also has a good set of 175/65s, the seller wants a mere £250. I was tempted myself but I haven't the time or space for another project... Again, let me know if you're interested.

News from new registrations

First off, 'Tartantroll' (Jonathan Davies) writes:

'Most recent claim to fame... Cover car of 'Practical Classics' November 2008!

'Car has had much expense spent on it in the past. Floor and sills welded, full respray from white to green, retrimmed interior, stroker kit, Weber manifold with 28/36 DCD, Lumenition ignition and a telescopic shock absorber conversion at the rear.

'There appear to have been several years of possibly sitting in a field and the neglect has



taken its toll. The sills are now rusted through. I have new sills, just need the time to replace.

'I have fitted a Jetex. This is my first venture with the proper proper Saabs and in all honesty I'm smitten. I've got the V4 bug. I'm looking to get away from C900 land and more into the V4s and maybe even Stokers. The more miles I have done in 95 the more I love it. The feel and character of the car, I even find it more comfortable than the 900 (yes, the roads are that bad round here). The shape, the chrome, the smiles, the conversations with complete strangers, the Mums waving with their children at the old car. Fantastic!

'And to top it all my missus loves them too! She had love at first sight late last century when we came across a red 96 rally car at Abington services... perfect!

'I think I can safely say that we would be quite happy with a pair of more standard examples as our everyday cars. If you know of someone who might consider a swap... There's a tricked up 95 and a C900 Airflow here.'

It looks absolutely fantastic and sounds like a real sleeper of a 95. Reminds me of my dad's old 1700 95 that we used to fly all over the country in, that started as Tyrol Green, a bit darker than Emerald, but ended up a rather different hue... I'll save that story for another day.

Ronan's mint Verona Green car has some nice features – Moto Lita steering wheel, stainless sports exhaust, US round headlight grille, Highgate/Compomotive Minilites and early spec over-riders. This was apparently Mel's last restoration before he closed Highgate.

Richard's green 40-year-old 1969 95 is as old as me... actually a

few months older but I won't argue. It's done a mammoth 194,000 miles, and from his description it sounds like it's pretty tidy, mechanically sound but in need of some TLC to the interior. Please send through some photos if you can, Richard.

Rod's car is Souvenir no. 139. Rod has been in touch looking for various parts, most of which he seems to have found now but I know he is also after some good condition interior trim, which is hard to source for Souvenirs. If anyone can help, please get in touch and I'll pass on the details.

And finally, some info on Paul Dodds's cars. Paul writes:

'Well what are they... I have a 1971 96 DRF 803K in Red which I have had for a couple of years now but without really doing much to get it going (time, effort, family etc) although my son (he is six years old) has said that the car is his when I get it fixed! And a 1976 95 RDN 711P in Lime Green. Both of these are from eBay, the 96 was a simple look at the picture and buy transaction, however the 95 was a bit more intriguing. The advert had a picture of some dirty headlights and a grill with the description of 'Saab parts job lot!', out of interest I read the rest of the detail and thought why not. What the details said was that it was the estate of an elderly gent who had passed away but that he'd had the habit of keeping hold of every car and part that he had ever bought. The description was that of three cars (various states of distress) that had been driven into a field many years before and just laid up with the intention of the gent to repair them plus some parts available.

'What I found was a 96 that had been left outside in the elements since the early 1980s, well beyond any sort of repair but several



good parts were extracted, and two 95s; one had been wrapped in tarp but left outside, the other one had been stored in a barn under cover! The barn vehicle is RDN 71 IP with only minor wing corrosion to an area that wasn't well covered (the 95 stored outside was beyond hope but again had lots of spare parts to donate).

'So I am now in the process of getting the two cars up and running which leads me to an interesting find. Unfortunately the 95 was stored without antifreeze and at some point it has blown the cylinder head and heater matrix, I have changed the engine for one of the scrapped vehicles thinking that they should be the same... at some point it looks like the cylinder heads have been played with on the new engine as the carburettor had to be modified to fit (looking at the engine number of the cylinder head it starts with a 75 code, Saab cylinder heads were 71/72 code I think). Well we eventually got the engine running but without the exhaust fitted it sounded and looked like a drag racer with flames shooting from the ports and as for the noise!

'One thing I am interested in is an upgrade to the front brakes (current calipers are seized and I was wondering if there is an easy update with a more available type?).

'These are now Saab numbers four and five in our household (9-5 Estate and two 9-3s one with LPG conversion are the others) some

of our friends think I have a problem... I don't!

No you don't have a problem Paul, you're quite normal, it's your friends who are not...

There are no 'bolt-on' upgrades for V4 front brakes, apart from using performance pads such as those available from Mintex – I notice there is a chap selling these on eBay for about £45 a set which doesn't seem too outrageous. I think the standard set-up, when in good fettle, should be fine – my view is it was good enough for the Group 2 rally cars it must be good enough for us on the road! Decent discs, pads, shoes, fluid, good tyres, that's how to optimise the brake performance.

Thanks for all the info and news on your cars, keep it coming please! That's all I have for this time folks, I look forward to seeing some V4s out and about in the spring.

AI



New Registration!

Having not had a new registration to report for over a year, I then forgot to include Nicholas Robertson's 99 last time, so here it is, better late than never. He writes:

'It's about time I registered one of my many Saabs. This is actually my eighth Saab 99, though I have also had numerous V4s and even a 9-3. Originally supplied by Turners Hill Garage in 1983, it's a Silver GL with a five-speed box and it's a bit of a cracker. It's a one previous owner car with only 111,000 miles on the clock. Even though I purchased it from a trade, the original owner was kind enough to dig out all the service history. This one's worth hanging on to; you'll be hard pushed to find one as nice as this in years to come. I also have a rather nice looking back-up 99, of similar spec, though I am currently trying to sell it.'

Nicholas is right, availability of these good late 99s is dwindling, so if you want one, now is the time to look. Let me know if you may be interested in his other car (it's in Wimbledon).

I've also had another 99 mentioned to me for sale, a 1972 1985cc model. Again let me know if you're interested. Nicholas also asks how many 99s are on the register. The last printout I managed to get from the membership records was from 2004 when there were about 220, and 30 90's. Since then I have had about 15 added, but since there is no automatic way that the register is updated and it relies on you telling me when cars are bought, sold or scrapped, it is probably only a very rough guide as to what is out there. So if you think your 99/90 may not be registered, or may still be registered when you no longer have it, please let me know! Finally Nicholas thinks the National should be in the southern counties next year... any volunteers? (See page 40 – Ed).

Super Saab

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Classic advert

Heon Stevenson continues to send interesting Saab information. He found this advert in an 'Illustrated London News' from April 1972. 'Super Saab' was no exaggeration - they were certainly advanced features back then. He also writes about his 90: 'I think repairs and maintenance have so far averaged out at about £600 a year over my nine years and 140,000 miles or so with the car. The previous owners covered about 100,000 miles between them. Assuming a current value of £300, depreciation has been £30 a year!' More from Heon next time.



Tech tip – battery test

Richard Elliott was right to point out in the last issue the importance of a good battery, especially in the winter. A battery can suddenly fail out of the blue (which I once experienced on holiday in a 9-3 – the car had been standing in a car park all day, started fine, but when we stopped for five minutes to take a photo 20 minutes later the battery was almost completely flat. Luckily it bumpstarted – just!), however usually you get some warning.

My 90 started turning over more slowly before firing one morning in the first cold week of this winter in November. That evening and the next morning it was the same. I checked the battery fluid levels and all were OK although one cell looked a bit cloudy. I tested the battery and charging with a meter and all appeared okay. I then disconnected the coil lead and tried a cranking test – a good battery should be able to keep turning an engine over for one minute without slowing down. This it did, although still slower than normal. On re-checking the cells the cloudy one was bubbling away, unlike the rest, which suggested a problem there. The battery was supposedly a good make, only 18 months old and still under warranty, so I got it changed and starting speed was back to normal – problem solved. The moral of the story – when it comes to batteries you may need to carry out several tests to find a fault, and don't ignore those little hints your Saab is giving you that it may have a problem!

Ultimate 99?

If you take a look at the Club website you'll find what appears to be a pristine standard 99 from 1969. OK the tyres are slightly wider

than you'd expect, but otherwise it looks original as it trundles up to the start on a Swedish drag strip to take on a modified Supra. The revs rise and then it simply takes off, stopping the clock at 9.8 seconds and 227km/h for the quarter mile. The Supra didn't stand a chance! What a chap called Gustav Nilsson has built is the ultimate Q car – outwardly a standard 1960's saloon but under the skin a superbly engineered drag-racing masterpiece with Audi four-wheel drive and 700bhp on tap. Watching this 99 seeing off modified Supras and Imprezas is hilarious. Well worth a look!

Best wishes for 2010.

Stuart

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SEVENTIES STYLE

Well I hope that those of you that haven't put your cars off the road for the winter are enjoying using them, and taking full advantage of the cooler weather. I have decided to remove the clutch on ours and check it for wear, and general condition after some hard use this last year (three failed hill starts with a trailer). Still it appeared to be holding up OK, what with our trip to Holland last year we clocked up over 4,000 miles.

Early Three Doors

Chris Hanley e-mailed to tell me of his experience with a very early three-door 99T.

'On my office wall I have a picture of my first 99T, Reg No YTA 113S. Purchased from my cousin in 1983, he had owned the car for a couple of years. Curiosity got the better of me as I had a memory of it being registered in 1977. I HPI'd it and to my surprise it came up trumps:

Chassis No: 99781006338

Engine No: BSI20P01000103

First Registered: 7 October 1977

Sadly the car was subject to an insurance total loss, on 30 November 1992, but the document states that the start of current keeper change was 27 March 1993, so maybe the car is still in existence.'

Yes Chris it most certainly is, this is by far and away the oldest 99T on the register, the nearest being 999781008931. There were just

1066 Turbos made in 1977, so quite possibly this car was initially registered to Saab UK. The Turbo was officially launched at the Frankfurt Motor Show the previous month (13 September) and not put on general sale until March 1978.

Darryl Mellor also e-mailed to tell us of his new acquisition – 1980 two-door in Red – Registration No: XUD 26V.

'I've only had the car a few months, but it is my second 99T, the first was a Black two-door (would love to find that again, WMV 225W). I've been looking for a project 99T two-door for a couple of years now, but only ever come across three-door ones. This car does need a lot of work, it has a tidy interior and should make a good one. However, my main problem is body corrosion around the wheel arches. I have sourced repair panels for the rear, but nothing seems to be available for the front, ie front wings. I think this is one of the main obstacles with 99s. I will be at the NEC Classic Car Show, as I believe there is a very nice 99T on show, so looking forward to that. I have been into Saabs for about 20 years since my dad got a 900 Turbo when I was 17, which was rather a fast introduction. Funny really why I have just joined the Club now.'

Well Darryl I wish you luck with your new project, it can be quite disheartening when there's so much rust to deal with. Hopefully after checking out Rob Grey's rather lovely Red 99T at the NEC you will be full of enthusiasm to get stuck into yours. I remember seeing a



All correspondence to:

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nice three-door 99T at, I think, Peterborough National a few years back, that had been restored from a total wreck, the owner of the car had fabricated most of the panels from scratch, so it can be done. Don't forget to keep us informed of how it's going and don't give up.

Steve of Beckenham e-mailed regarding his 99T.

I'm the owner of an original 1980 99 two door in Red and in original state, no mod cons. I bought NGP 88V from the Saab foreman of a well-known Saab shop in Croydon, 20 years ago. The car has been used daily apart from the last 10 years when it was stored in the garage for one reason or the other. Just last year I had it serviced and MOT'd and was using it daily again, until I had some health issues that stopped me using it again. It's an amazing car and very fast considering its weight, could do with a paint job and a headlining, and some TLC. £2000 would probably have it looking stunning again, and be welcomed in any Swedish private collection. I always thought that I would have the car at a standard good enough to drive it back to Sweden, and see it in an auction and be happy it was with someone who'd appreciate it. The big question – how much do you think the car is worth?

Well Steve, just as in the case of Darryl's car, it all depends on the condition of the bodywork and interior. If the car is quite sound and presentable you may well find a buyer for it in Sweden, as I believe there are not too many two-door 99Ts to be found there. However,

whether there is a market for right-hand drive cars, I could not say. If you are going to sell it, be careful how much you spend on it, as you may not realise all your investment. There are a few very nice cars for sale at the moment, realistically priced that are unable to find buyers.

Talking of which I know of a very good Black two-door Turbo in exceptional condition that is looking for a new home; if anyone is interested then contact me, and I will pass your details on.

Chris

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Dame Edna Grill

Peter Jones Member No 015091 writes:

I'm writing to tell you that I am migrating from the 9-3 register to the 9-5 as I have a 9-5 Aero Turbo Edition (Reg'd FE58 MLF).

I had my 9-3 Aero for nearly six years, bought in Munich courtesy of Diplomat Sales and very happy I was with it too. First she sat with German plates, then Dutch, and more recently UK. A UK-spec car in Laser Red and I'd defy anyone who'd say that that combination isn't stunning. Absolutely reliable, extremely comfortable on long pan-European journeys, economical and fun to drive.

'But I'd always hankered after a 9-5 Aero... ..having come back to the UK and faced with occasional hold-ups I fancied an auto... finding cars with a spec list similar to my well-equipped 9-3 was initially difficult but this summer some dealers had a plethora of 9-5 Aero Turbo Editions available. I selected a Carbon Grey one from Newbury Saab.

In four weeks I've already put on 2000 miles, found it very comfortable and quick, and not too thirsty. The only handicap is its size, the 9-3 felt much smaller (but not inside) and easier to negotiate narrower roads. The Turbo Edition Aero has SatNav as standard, and the car was extremely good value at less than half list price (although I did not get a very good price for my 9-3 either); the SatNav has developed so much and I like the

system for its usability and the ability to select addresses more quickly – the downside is that the screen is much lower in the dash so that you really do have to take your eyes off the road to see the screen, while my 9-3 had that little raised panel that helped visibility significantly. Four heated seats are a bonus too, as are the parking sensors. The Dame Edna grille does attract stares but these diminish inside once the might of the mighty B235R is unleashed, WHAT A BEAST. I've attached two photos of my old and new cars together on the day I collected the new 9-5. It's not the only time, my 9-5 has been photographed next to a Red 9-3, my father has a 9-3 1.9 TiD Turbo Edition (a 2010 no-less) downsizing from a 9-5 Vector TiD.'

Siren Problem

David Ghost Member No 005129 writes;

'Do you happen to know if there has been a definitive answer to the random siren operation? I have been taking out fuse 14 under the bonnet. This, however, disables the a/c compressor as well. Not a good thing.

'Any light shone on this matter would be appreciated!'

I personally have had a similar problem which was down to a faulty battery in the alarm box, as mentioned in an earlier edition of 'Driver'.

Trevor

New Registrations

John Bosworth member No 020533-10 registers his silver 9-5 saloon.

Richard Palmen registers his 9-5 Aero colour Scarabe Green. He has had this car modified with an Abbott Racing upgrade of the engine to 265bhp, 3.1 inch exhaust, sports brakes and Abbott lowered springs.

John Brooke, Member No 836196 registers his 9-5 Griffin colour Blue which he has had converted to LPG. He says that with a 90-litre tank in the boot there is still room for two suitcases.

All correspondence to:

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Another New Year starts and I hope 2010 will be a great deal better than 2009 which in so many ways was a complete disappointment.

It would be good to be able to join in a few more events this year – depending upon locations. This area, as I have repeatedly said, is a complete 'no go' – oh for the North! Despite all my efforts, it seems not to be my destiny to live there.

I hope you all have had a good exciting Christmas and New Year with perhaps the odd new Saab for Christmas!

At the moment our Saab DVDs are out of stock. I am hoping to be able to get a different one which sounds good – more about that later. Also Ellie is looking for a sun visor and I am making enquiries about that also.

I was searching through a box of photographs to show Ellie regarding my earlier gliding adventures with my late brother. In the same box as a photograph of Robert in his pushchair at Silverstone – directly behind him was a Saab – I think a 95 the number plate was 741 2RK – the RK was an apt number – an omen of what was to come - eg our five Saabs – before my current 9-3. I wonder who owned that car – I expect it's gone to a Saab graveyard somewhere. The date of the photograph was about 1968/1969.

All for now and best wishes to you all for a special 2010 – good health and lots of fun.

Best wishes.
Molly

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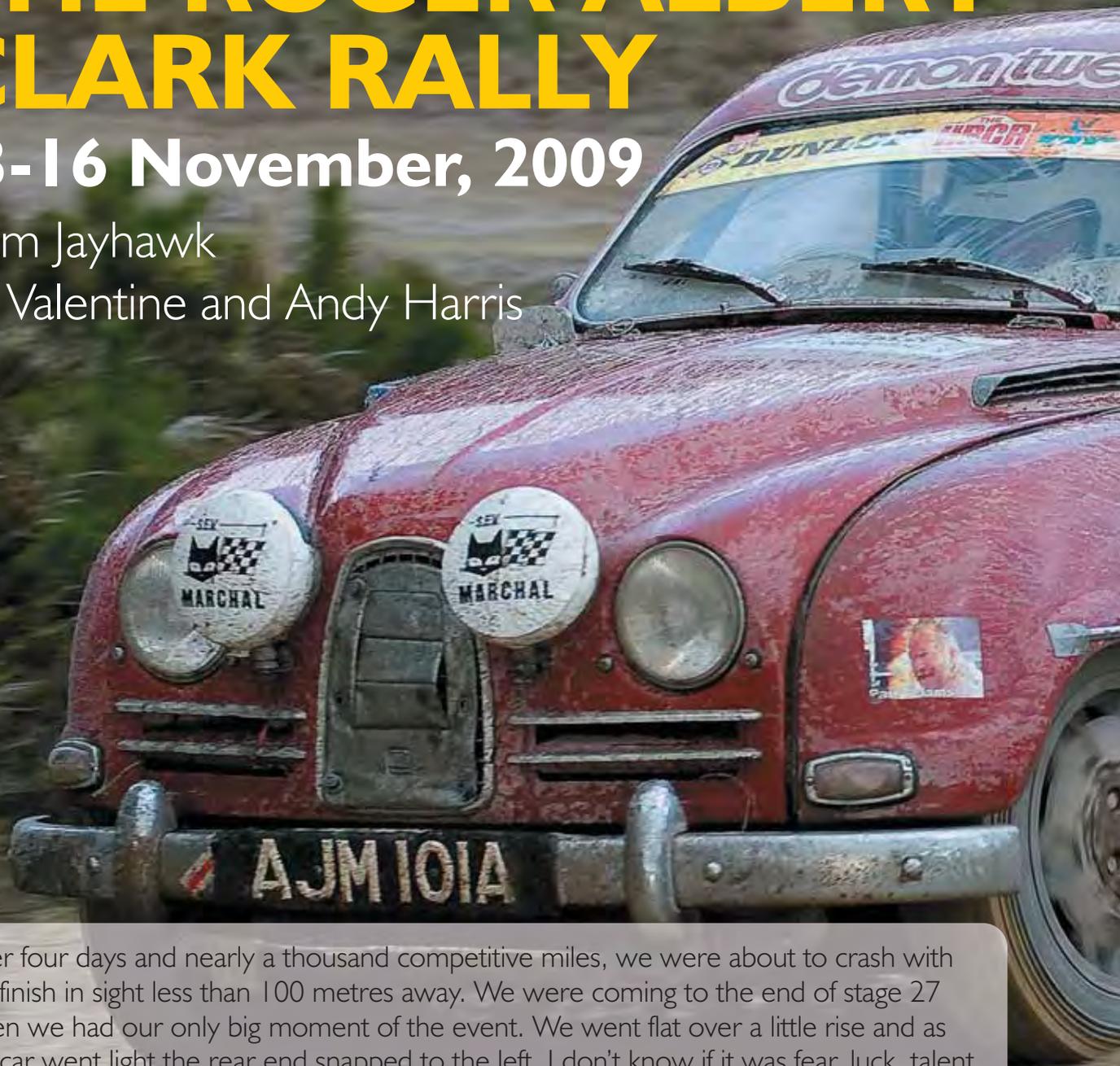
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After four days and nearly a thousand competitive miles, we were about to crash with the finish in sight less than 100 metres away. We were coming to the end of stage 27 when we had our only big moment of the event. We went flat over a little rise and as the car went light the rear end snapped to the left. I don't know if it was fear, luck, talent or instinct, but I left the power on and the front wheels pulled us straight, phew! We'd made it to the end of the RAC Rally for another year.

The rally is around 800 miles of stage and road section. It starts with night stages in the Yorkshire forests on Friday. After an early start on Saturday, we do several loops swapping from Oliver's Mount, motorcycle circuit, to the forests between Scarborough and Pickering. Then there's a long road section North and night stages in Northumberland before ending at Carlisle late on Saturday night. On Sunday morning the rally

goes into the Scottish forests around Dumfries for most of the day, before a long road section south of Carlisle takes us to the M Sport test stage at Greystoke forest in the evening. Finally, on Monday there is a series of loops round Kielder Water before a ceremonial finish in Carlisle town centre.

Our stage times were respectable over the four days. We managed to keep pace with an old adversary in a Lancia



Fulvia for most of the event. While we finished 40 minutes ahead of them last year, they have got a lot quicker since. Although we could keep up – just about – on the rough, they left us for dead on any firm or tarmac stages. They finished some 10 minutes ahead of us, but they should have in a car 10 years younger with twice the power.

On paper, our times round Oliver's Mount looked exceedingly professional: 5:45; 5:44 and 5:45 (last year we were quicker but the track was drier). Sadly, the truth is our times were a bit of a fluke as we made a different mistake on each circuit.

We suffered the usual mechanical ups and downs we've grown used to. Friday night was marked by torrential rain. This left deep standing water on the stages and flooding on the road sections. Inevitably, despite a lot of work in preparation to protect them, the water worked its way into the electrics. This was a shame as the car wasn't running well

for the first three stages and we were reluctant to use our fancy new spot lamps.

On Saturday morning the alternator pulley seized, this manifested itself by heating up the fan belt to the point where it was just about to burst into flames. We arrived at the time control at the start of Oliver's Mount with clouds of smoke pouring from the bonnet. Swearing a lot and burning my hand on the belt got us through the stage and we were able to put the spare on at the next service.

Sunday's failures started with the wipers. In the wet and fog you really miss something as simple as a working set of wipers. When the car hits deep water, or water-filled ruts, it creates a bow wave that jumps up over the bonnet and lands on the windscreen. Usually your vision is completely obscured at the time. No wipers and strapped into our seats meant we could only keep going by looking out of the side



windows at the edge of the stage to work out where to steer: more exciting than we really wanted.

More seriously, setting off for Greystoke on Sunday afternoon, the temperature gauge started flicking from hot to cold. The car seemed to be running okay, the radiator was full and the exhaust temperatures weren't excessive when we checked under the bonnet. When we made it back to service that night we found that the water pump had failed. I guess we were lucky the repercussions weren't as serious as they could have been.

Earlier that evening I was joking with Paul Lawrence, a journalist covering the event for Motorsport News, that we were bucking tradition on Greystoke by having the lights working. Later, by the end of our first run through the stage, we blew both headlamps. So we were running through on sidelights again.

We were delayed on the start line before that second run through Greystoke too. One of the competitors had had a big 'off' ahead of us. When we were allowed to go, we went past the accident. The car was Stig Blomquist's and he'd rolled it over a ditch and up a hill. I reckon there were at least 20 people trying to get it unstuck. I don't know if they succeeded, but he retired on that stage so I suspect the damage was extensive.

At the start of the event we'd had some scrutineering problems with our safety equipment. During the rally we had a surprisingly high failure rate of the car's components too. Ironically, as a result of the running repairs, we finished the event with the car in a better condition than when it started! Hats off to the service crew for that, on reflection it might have been cheaper to put them up in the Ritz and simply have them rebuild the car. But really, they astound me with their ability to make repairs in the harshest of conditions, sometimes with just a fingernail. Equally welcome are the cups of tea and bacon rolls. The short services are the only chance we get to take a



break during what can be very long days and nights of competition, and the chase car crew keeps as punishing a schedule as the rally car.

I have lots of memories of the event, but one that sticks was walking through the service area at Carlisle just before dawn. We had 20 minutes before we were due out. I had finished my duties, car and team were ready for the off, but I sometimes get nervous if I'm just standing around making small talk. I made myself scarce, walking through the service area at 6.30am with around 80 rally crews just getting going in the dark. You don't often get time for contemplation during the event and it was a spectacle under a vivid purple and black sky.

I was deeply flattered too, when we got a big cheer as we went to collect our trophies at the awards ceremony. That peer group acknowledgement is humbling to receive. While the awards should really go to the service crew, it's a driver's prerogative to stand there and take all the credit. It's a tough hobby sometimes.

We came in as the second historic, 34th out of 54 runners and won our class for the third year in a row in the slowest, cheapest and oldest car. Eric Carlsson famously won the original event outright in 1960, 1961 and 1962. While it doesn't warrant comparison, our successful hat-trick is a feeble echo of his stunning achievement. The best part of this is that it means we can go back next year and we don't have to worry so much about getting a result. We've proved we can do that already.

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PROJECT Turbo Killer

I am sure a lot of you will already know about my 99 project, the story behind the title 'Project Turbo Killer' is quite simple. My first Saab was a 1980 99 Turbo, I really did enjoy the car, but I didn't like the cramped engine bay or the turbo lag, so my beautiful beige 99 would be the victim of this power upgrade. No permanent modifications have been carried out so in the future it could easily be reverted back to the standard 100bhp single carburettor engine. Basically I wanted my 99 to have more power than a standard 99 Turbo, but without the turbo, of course, it would not have the torque of the turbo. As with most projects there are limiting factors, mine was time, it did take longer than I expected although the results were well worth the wait.

When I finally finished building my 'fast road' engine I took it to the dyno I always use which is quite accurate and consistent. The specification of the engine is as follows:

1. H series gas flowed head with 44mm inlet valves and standard injection exhaust valves.
2. Camshaft from Catcams, special profile 284@0.1mm lift and 256@1.0mm lift, the total lift is 12.2mm and the Lobe centre line angle is 109 (fairly mild cam) with adjustable sprocket.
3. K-jet from a 99 Turbo and adjustable warm up regulator.
4. MSS 4-2-1 exhaust manifold attached to a 2" Jetex system.
5. Standard ignition.
6. Rebuilt standard bottom end.

The cylinder head and advice was from my good friend Dave Baker at Puma Race Engines – www.pumaracing.co.uk

As you can see from the photographs, Dave always pays meticulous attention to detail, the throat is beautifully blended into the bottom seat angle, not only are the degrees of the angles important but also the width.

We carried out a few power runs on the dyno to get things fully warm. The engine starts to pick up from 2000rpm and climbs well to 5000rpm, it then stops climbing and the line stays flat all the way to over 6500rpm, this peak is at 140bhp. At first we thought it could be a restriction with the exhaust, because this is what happens with an exhaust restriction, but this type of system has been used on other cars with higher power and no such symptoms. So next we fitted a calibrated vacuum gauge to a nipple on the inlet manifold to see what was happening at wide-open throttle, the result was quite surprising, the manifold contained a vacuum of between -0.2 bar and -0.3 bar, I gave this

information to Dave Baker and he explains what is happening very well: "In an ideal world a perfect induction system would have almost zero manifold depression at WOT. Any restriction there means a reduction in the amount of airflow into the engine. When American carb manufacturers started flow testing their carbs to give a CFM (cubic feet per minute) rating they settled on a flow bench test pressure of 1.5" of mercury. The reason was that it had been found that if manifold depression exceeded that amount, power started to suffer. In other words their flow figures were saying you can use this carb to supply that number of CFM of airflow and it won't cause a manifold depression greater than 1.5" of mercury.

"Atmospheric pressure (14.7psi) is about 30" of mercury so 1" of mercury is about 0.5psi. 1.5" of mercury is therefore about 0.75psi and that's as much as we ideally want to see at WOT. 0.2 to 0.3 bar is a huge manifold depression. 1 bar is 14.5psi so we're looking at 2.9 to 4.35psi. That's reducing the net atmospheric pressure feeding the engine from 14.7psi down to 11.8 to 10.35psi.

"We can calculate the effect of this on power. Flow, and therefore power, is proportional to the square root of pressure drop. If we take 14psi as being representative of a good non-restrictive manifold ie about 0.75psi below atmospheric, then



Inlet 2

we're looking at a pressure ratio of between 11.8/14 to 10.35/14 = 0.84 to 0.74.

"Taking the square root of those we're looking at a flow and power ratio of 0.92 to 0.86."

In other words we're losing between 8% and 14% of the potential engine power. That means the 140bhp should really be somewhere between 152 and 163bhp. The average of those is pretty much exactly what I originally calculated the engine should produce with a good induction and exhaust system.

So as you can see, either the throttle is causing the restriction or the K-jet, it probably is the K-jet, if we look at the history and evolution of the Saab 99 normally aspirated rally car we can see that the competition department stopped using K-jet and moved over to twin carbs, I think I have just explained why. Although I have finished using the Bosch K-jet system and moved across to throttle bodies and ECU, I am still interested to hear about other experiences with tuned Saab engines using K-jet.

I know what I have done to my 99GL would never be allowed in historic rallying or racing, but it has been very enjoyable and worthwhile.

My first thoughts went to how and where to mount the crank sensor and 36-1 toothed wheel, I decided to have a custom crank pulley made so it would easily take the toothed wheel, I then just needed to make a simple bracket to mount the sensor. I needed to do this with the engine out of the car, because it is not possible to remove the pulley on the H series engine when it is in the car.

The ECU I used is a DTA S40, this comes with several maps from many engines so it is quite easy to choose something similar to your specification. I used a map for a 150bhp Ford Zetec, the other very useful feature with this ECU is the built-in oscilloscope, this enables you to see exactly where the 'spike' is for the crank signal and to enter the degrees into the spark map. The car started and ran well, not perfect but enough to be

able to drive it to the rolling road to have it mapped. It looks very strange to see a Ford coil pack where the distributor should be.

The result after a full day tweaking the map was to have a powerful 'old timer' that can be used very easily on the road and in traffic. The peak power is 167 bhp at 6400rpm and a torque of 141 lb/ft at 4800rpm, we could have taken the power above 170bhp but this is a fast road car and because I will be using ordinary unleaded fuel, it was mapped to a safe limit. An interesting note for those using carbs with trumpets, initially I had 40mm long trumpets fitted to the 45mm Jenvey throttle bodies, then fitted 90mm long trumpets and the torque came in 500rpm earlier which is very good, this sacrificed a few bhp at the top but it is worth it.

I have purposely limited the maximum rpms to 6500 because I am using standard valve train parts, except for the 44mm inlet valves, but on the dyno the power is still rising. The noise from the inlet is beautiful and very addictive!

I just have one part that I need to experiment with, the 4-2-1 exhaust manifold, this is from MSS in the USA and at the time it was the only 'off the shelf' performance manifold I could find, the diameter of the primary and secondary pipes are the same and this is unusual, the primary pipes are usually smaller than the secondary pipes in order to keep the gas speed high. I will alter the primary pipes and watch the result on the dyno and report back with any changes.

I asked Dave Baker about a gas flowed head for my EMS with the B series engine, but with more power, Dave ran some calculations and measured everything. I now have in my possession a gas flowed head with 46mm inlet valves, 36mm exhaust valves and a 20% lighter valve train, but that's for another day.

So there we have it... a humble 99 that looks quite standard, but with just under 170bhp lurking under the bonnet!



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I enclose a cheque for £ :

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Postcode:

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I agree the wording of the advertisement is true.

Signed: Date:

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

PLEASE NOTE THIS ADVERTISING FORM MUST ACCOMPANY ALL CLASSIFIED ADVERTISING

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

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

Please send cheque (to SOC) and form to:

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

**DEADLINE – MARCH/APRIL 2010
22 JAN 2010**

CLASSIFIED

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

96V4

94V4 Red 1971

MOT expired May 2009. Electronic ignition, Kenlow fan, pressure gauge, ZT Wab. An excellent runner until clutch problems. New clutch may be acquired when problem is investigated. It has been extensively welded in the past but has never been off the road in my ownership of 28 years. Retirement forces disposal of this cherished car. Mileage 171,306. Offers to Tel: 01625 874900 (Stockport).

900

900XS Classic

1992 'J', 69,000 miles. Two owners from new. Manual, three door Iridian Blue Metallic. Immaculate blue velour interior. Almost immaculate exterior. Electric windows, factory fitted manual sunroof, genuine tailgate, spoiler, alloy wheels. 12 months MOT. Includes full service. An absolutely genuine Classic, must be seen. £1850 ono. Evening calls after 7.00pm invited. Tel: 07732 245333 (Leicester).

900i 1989

91,000 miles. Three door automatic. Ascot Grey. Some restoration needed. Saab full service history. Alloys. Recent new water pump, four tyres, headlining and exhaust crossbox. Highly reliable. MOT expires 5 May. Normal plus easily removable hand controls. Age forces sale. £900 ono. Tel: 01823 282893 (Taunton).

9-3

9-3 Viggen 2.3 Hot Turbo

2000 Reg. Black, 230BHP. Five door, top of range car (£33k new). Manual, Viggen alloys, air con, grey leather interior, leather seats, (front heated), electric drivers seat, ABS, EBD, cruise control, alarm, CD changer and onboard computer. Full service history, 65,000 miles. Rare example of high performance iconic Saab. £4950. Tel 01329 845988 (Southampton).



Bits and Pieces

Roof Rails

One pair of cross roof rails to fit 9-3 Sports Wagon. As new £35 – buyer collects. Tel: 01403 784652 (West Sussex).

Classic 900 (three door) parts

14" Motor Lita steering wheel including Boss £50. Boot Mat £15. Car cover to fit Coupe £50. Buyer collects or pays postage. Tel: 01227 453832 (Kent).

Misc

Oil Leaking from Distributor

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

Holiday Lets

Holiday in Western Algarve

Reduced 2010 prices for Saab Owners. Luxurious apartment. Sea views, outdoor pool. Sleeps up to six. Three bedrooms. Two bathrooms. Fully equipped kitchen, dishwasher, washing machine, Satellite TV. Walking distance to beaches and town. Golf courses at Palmares, Boa Vista and Parque de Floresta within easy reach. Tel: 01277 623846 or e-mail alexanderlgarve@aol.com (Essex).

We Need Your News!

Don't forget, Saab 'Driver' is your magazine and we always welcome submissions from you, the Members.

If you've got a report, a review, a technical article, a travel piece or perhaps just a brief letter, send them to us with any relevant photos at the highest resolution your camera will allow.

**The Editor, Dave Garnett,
Gorsey Field House, Birtle, Bury BL9 6UD.
editor@saabclub.co.uk**

Display Advertising

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

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

Your Sales Executive is:

**Kay Scott Tel: 01943 461679
kjsadvertising@btinternet.com**

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14"	
175/65/R14 82H	22.03
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15"	
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195/55/R15 85V XL	28.74
195/60/R15 88H	27.94
195/65/R15 91H	30.41
205/65/R15 95H	31.51
16"	
205/45/ZR16 87W XL	34.15
205/50/R16 91V XL	33.79
205/55/ZR16 94W XL	36.00
215/55/ZR16 97W XL	37.36
215/60/R16 99V XL	36.99
225/50/R16 96V XL	39.41
225/55/ZR16 99W XL	37.92
17"	
205/40/ZR17 84W XL	37.12
205/45/ZR17 87W XL	38.05
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18"	
225/40/ZR18 92W XL	46.17
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19"	
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