

JANUARY/FEBRUARY 2011 | ISSUE 1 | £6.00

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

SAAB CROSSES OVER
INTO US TERRITORY
9-4X Launched at
Los Angeles Auto Show

THE NEC CLASSIC CAR SHOW

MOTORSPORT
Roger Albert Clark Rally



www.saabclub.co.uk



SOC INSURANCE

The right choice for SOC members

Membership of Saab Owners Club automatically entitles you to benefit from the club's own branded insurance service - SOC Insurance. **Find out more...**

SOC CAR INSURANCE

When you go and compare the market online, are you still left confused as to what's actually included and what the final price is?

Have they jacked up the excess to get the price down? Do you know what you're signing up for?

As a simple alternative, ask SOC Insurance for an instant, crystal-clear car insurance quote where everything is explained in person.

Our staff are not incentivised to sell. Instead we encourage them to offer top-quality personal service, sound advice and all the ongoing support you need throughout your time with us.

What's more, we can call on the club to provide expert opinion whenever necessary.

*You won't find!
that anywhere else!*

SOC HOME INSURANCE

If you're looking to protect those things you hold most dear, you want to be sure that you're getting value for money.

Ask SOC Insurance for a competitive home insurance quote and we'll put your needs first, working hard on your behalf to find the right policy - the one most suitable for your requirements.

We want to treat you fairly - the same way we'd expect to be treated ourselves. And that starts with a clear, straightforward quote.

SOC TRAVEL INSURANCE

Instant travel insurance quotes are available online via the club's page at <http://www.ckinsurance.co.uk/SOC>

It's easy to get a 'Quick Quote' based on minimal questions to give you an idea before proceeding to the full quote if you like the look of the cover.

For single trip or annual multi-trip cover **click today!**



Benefit from a better service all-round by calling
0800 298 4071
quoting your club membership number



SOC INSURANCE

∴ the club's own branded Insurance Service for members ∴

Specific quote items depend on individual circumstances including restrictions on claims/cover limits, certain high-risk postcodes and occupations. Drivers must be 19+ for Third Party, Fire & Theft cover, 25+ for Comprehensive. Saab Owners Club Insurance is administered by Chris Knott Insurance who is authorised and regulated by the Financial Services Authority



8



32



34



50

CONTENTS

- 6 STEERING WHEEL
- 8 SAAB NEWS
Limited Edition 9-3 Aero Carlsson
- 12 BARMY TO BARCELONA
Wacky Rally July 2010
- 16 A PICTURE IN COSMIC BLUE
- 18 TWO GUYS & AN OLD 900
DRIVE TO SCANDINAVIA
- 20 CAR CLINIC
- 21 POSTBAG
- 22 NOTICEBOARD
- 25 WHAT'S ON
- 26 AROUND THE UK
- 30 THE CUSTOMER IS ALWAYS RIGHT!
- 32 THE NEC CLASSIC CAR SHOW
- 34 FIVE GO CUCKOO IN A SAAB
- 38 REGISTERS
- 50 MOTORSPORT
Roger Albert Clark Rally – 26-29 November 2010
- 56 ADVERTORIAL
Neo Brothers from the Beginning
- 58 SAAB NUTS GO MAD IN YORKSHIRE
- 59 CLUBSHOP
- 60 PRODUCT OFFER
Win a Swedish Ice Scraper
- 62 CLASSIFIED

FRONT COVER: Saab stand at The Classic Car Show, NEC © Chris Wilcox

Please state your Membership Number on all correspondence

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

© Copyright 2011 MYPEC Ltd ISSN 1477-2604

Orpington Saab



Full service only £95.00

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

Free courtesy cars available

Service also includes wash & vacuum

New & used spares

we will better any price

Mail order service available • All major credit cards accepted

Tel: 01959 574737 Mob: 07956 458323

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

www.orpingtonsaab.co.uk

**96/99/900 COMPETITION PARTS
AVAILABLE**



7 Colne Road, Huddersfield, W.Yorks HD1 3ER
Tel: 01484 544556 / 01484 544688
Mobile: 07710 738869
email: steve@malbrad.co.uk

**Car Sales,
New and Used Spares,
Service, MOT,
Accident Repairs**

OPEN
Monday to Friday - 8.30am - 6pm

Credit & Debit cards
welcome

NOW IN STOCK NEW V4 PARTS

- Engine parts
- Brakes
- Steering & suspension
- Clutch kits
- Wheel bearing kits

Ring for details for further V4 parts

Also new/used parts available for classic
900/900GM/9-3 Hatch/9-3 S/SAL/9-5



**01484 544556 / 01484 544688
Mobile: 07710 738869**

www.malbrad.co.uk

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

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

POSTAL ADDRESS

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

Club Insurance Schemes. Tel: 0800 298 4071

IMPORTANT

Please quote your Membership Number on ALL correspondence

CONTRIBUTIONS

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

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

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

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

Classified Advertisements
– see details on page 62.

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

DEADLINE DATES FOR CONTRIBUTORS

March/April 2011 ISSUE: 14th January 2011
May/June 2011 ISSUE: 18th March 2011

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

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

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

Disclaimer

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

DIRECTORS

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

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

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

COMPANY SECRETARY
Finance - Keith Copperwheat
Phone: 01692 535482
Cobble End Cottage, Pennygate,
Barton Turf, Norfolk NR12 8BG.
companysecretary@saabclub.co.uk

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

Regional Groups' Co-ordinator – Ellie Wilson
Phone: 01527 403596
43 Towbury Close,
Oakenshaw South, Redditch,
Worcestershire, B98 7YZ.
branches@saabclub.co.uk

Derek Best
Phone: 01900 814317
Longview, Central Road,
Dearham, Maryport,
Cumbria CA15 7ER.
derek@saabmail.co.uk

Robin Morley
Phone: 07515 112120
10 Arundel Road
Yeovil, Somerset
BA21 5JZ
press@saabclub.co.uk

NON DIRECTORS

International Liaison – Iain Hodcroft
Phone: 07976 314012
330 Manchester Road,
Tyldesley, M29 8NN.
international@saabclub.co.uk

Librarian/Historian – Keith Long
Phone: 01226 385139
10 Byrne Close, Barugh Green,
Barnsley, South Yorks S75 1NS.
history@saabclub.co.uk

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

Shopkeeper – Sharon Foxley
Phone: 01824 750 639
Tyn-y-Celyn, Derwen, Corwen,
Denbighshire, LL21 9SF.
shop@saabclub.co.uk



As you read the first 'Driver' of 2011, Christmas and the New Year are over. I wish you all a Happy New Year and trust you had a good Christmas.

2011 will present new opportunities for Saab and the Owners Club. Compared with last year, Saab are now in a completely different position to 2010 and the future is promising, we can now look forward to more new developments both from Saab and the Club in 2011.

I did intend to tell you more about the AGM. However, Ellie has compiled a comprehensive report on page 26 – thank you to James and all at the dealership for hosting our AGM.

In this issue you can read about Erik Carlsson on page 8 where he is pictured with the special edition 9-3 Aero Carlsson, he was also present at the Roger Albert Clark Rally in November along with five Saabs who participated in this historic event, read about this on page 50.

Heavy snow and ice contributed to this event as it did 50 years ago when Erik had an outstanding win in the RAC Rally, the first of a hat-trick of wins.

Congratulations to all who participated in this rally.

The NECK Classic Car Show in November was, as usual, well organised by Ellie and the team who supported this successful show, our thanks to all who contributed, read more on page 32.

This year we will have many events organised and one of the first will be the Winter Weekend in Stratford, 'The Shakespeare Sonett', organised by Hilary Philpott. Unfortunately, this event is now fully booked. However, Molly Kenchington has kindly agreed to organise a hotel weekend in the Rutland area towards the end

of October, more details in the next 'Driver'.

I would like to take this opportunity to thank Paul and Elizabeth Mills for the many hotel weekends they organised in Scotland, in total they have organised weekends for 13 years.

Thanks also go to Tim, Julian and Trevor Bayes who have run the 9-5 Register since 1998 and who have decided after many years to stand down, their contributions have been appreciated.

We are now looking for a Member to run the 9-5 and Two-Stroke Register – anyone interested please contact Alistair Philpott.

Unfortunately Vannesa Hehir, who took over as Finance Director has had to relinquish this position due to other commitments, fortunately Keith Copperwheat has agreed to take over this position until a suitable replacement can be found.

If any Member with knowledge of accounts would be interested in this position please contact Keith – it is a big responsibility, so Keith is prepared to offer ongoing support to the right individual as long as is required.

Welcome to Alex Rankin who has now taken over the Classic 900 Register, we look forward to his contributions and I am sure Members will appreciate your efforts, see page 42.

The National next year will be hosted by the North West Group and plans are underway, more details in the next edition.

I look forward to seeing you during the year and thank all of you who contribute to the 'Driver', help with the organisation of the Club and events in the past and throughout this coming year.

Thank you for your continued support and all who have contributed in any way to the Saab Owners Club in 2010.

Richard Elliott

Special Member Offer.

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

Join now from only **£32.25***
at rac.co.uk/join/member

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

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

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

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

RAC
rescue

PETER BEST INSURANCE SERVICES LTD

- Various Annual Mileage Options
- Includes Full Cover throughout Europe
- **Free** Breakdown & Recovery within UK & Europe
- Cover Available for NI Residents
- Multi-Vehicle Discounts
- Discounts for Club Membership
- **Free** Agreed Value
- Laid-Up Cover
- No Excess on windscreen/glass repair or replacement
- **Free** Glass Etching
- Salvage Retention Option
- Immediate Cover if paid by Credit/Debit Card
- Household Scheme available with Car Parts/Accessories Cover with a **10% Discount** for Existing Policyholders
- Friendly, Polite & Personal Service



FOR THE BEST CLASSIC CAR INSURANCE CALL 01376 573033

Tel: **01376 573033**
or Tel: **01376 574046**

180 High Street, Kelvedon, Colchester, Essex CO5 9JD
Authorised and Regulated by the Financial Services Authority



www.partsforsaab.com

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



All Parts at Discounted Prices

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

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

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

PFS Parts Ltd.
email: sales@partsforsaab.com
Tel: 0844 800 2742 / 0844 800 2741

www.partsforsaab.com

Valley Automotive

(Formerly Valley Saab)

01737 553464 / 01737 372780

38 Ormside Way, Redhill, Surrey RH1 2LW
(Holmethorpe Industrial Estate)

**40 years as a main dealer
now operating as a Saab Specialist**

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

www.valleysaab.com

SAAB

Authorised Dealer

Mail order service
for parts and accessories

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

All major credit cards accepted

Turners Hill Garage Ltd

Turners Hill, Crawley, West Sussex

Website: <http://www.saab.uk.com>
Email: parts@saab.uk.com





LIMITED EDITION **9-3 AERO CARLSSON**

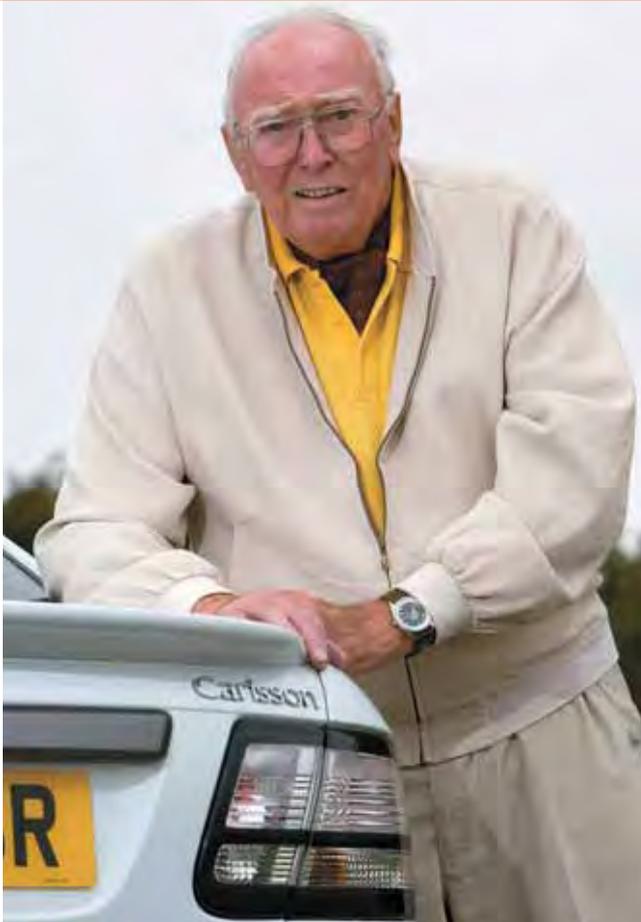
In 1960, Erik 'Mr Saab' Carlsson exploded onto the world rally scene. Back then, the 31-year-old Swede was relatively unknown outside his native Scandinavia, but he immediately shook the rallying world by taking his three-cylinder, 750cc Saab 96 to an emphatic victory in the RAC Rally – the first of a hat-trick of wins.

Erik would go on to win the Monte Carlo rally twice, as well as the Acropolis and San Remo Rallies. Such 'David and Goliath' exploits at the wheel of his diminutive Saab 96 against bigger, more powerful cars were the springboard for launching Saab as a global car brand. To celebrate the 50th Anniversary of that first RAC victory, Saab Great Britain is now offering motorists an exclusive opportunity to purchase one of just 96 Limited

Edition Saab 9-3 Aero Carlsson models.

Powered by a 2.8-litre V6 turbo engine developing 280PS and exceptional torque of 400Nm, the Carlsson Limited Edition sprints from zero to 60mph, in just 6.9 seconds. Equally impressive, 50-70mph acceleration is accomplished in just 6.3 seconds.

The vehicle is distinguished by exterior and interior enhancements including: 19" six-spoke alloy wheels, a sports



chassis with rear body levelling, twin exhaust tailpipes, a rear boot-lid spoiler, bi-xenon cornering headlights, a titanium-finish front grille and fog light surrounds, and a premium leather sports interior trim. It is fitted with Saab's advanced all-wheel-drive system, Saab XWD, complete with an electronic rear limited-slip differential. Drive torque is constantly distributed between the front and rear axles, and between the rear wheels, to ensure optimum grip and stability at all times. It is sophisticated technology Erik would have appreciated, had it been available 50 years ago.

Now 81 years old, Erik remains actively involved as an international ambassador for Saab, attending car launches, dealer and customer events around the world. "I'm very proud to have such a great car named after me," he said. "Anyone who loves driving and is as passionate about the Saab brand as I am will be excited about getting behind the wheel of this car."

Jonathan Nash, Managing Director of Saab GB, said: "Erik Carlsson and the RAC Rally are key elements in Saab's history and we are delighted to produce this special edition in his honour. Its design stays true to Saab's Scandinavian roots and it includes great features that offer a powerful driving experience. I'm confident these Carlsson editions will be a great success with our customers and I'm sure they won't be on dealer forecourts for long."

The limited edition 9-3 Aero Carlsson is available from £26,495.
newspress.co.uk



BRAYDON MOTOR COMPANY

INDEPENDENT VOLVO & SAAB SPECIALISTS SINCE 1977



Distributors of



**SCAN
TECH**

SAAB & VOLVO PARTS








-  **We stock a full range of Saab Components**
-  **All major credit cards accepted**
-  **Very competitive prices**
-  **Next day delivery anywhere in the UK**
-  **Trade and retail enquiries welcome**

Examples of some of our prices :-

Part	Part No	Price ex. VAT	To Fit
Pollen Filter	97.7303C	£17.00	9-5
Pollen Filter	97.2493	£8.50	900, 9-3
Front Discs	20.9320	£20.00	900, 9-3
Front Pads	40.2203	£25.00	900, 9-3
Air Filter	97.6030	£5.50	900, 9-3
Air Filter	97.2491	£6.00	9-5

Call our Parts Department now on 020 8985 2255 or visit our website at
www.braydonmotors.co.uk

SAABNEWS

SAAB CROSSES OVER INTO **US TERRITORY**





Saab has a big fan base in North America, with a substantial population of Nordic heritage, and so it made sense to launch its 9-4X at the Los Angeles Auto Show which was held in November.

California may cock an eyebrow in ecological outrage at the thirsty 300HP 2.8 V6 Turbo but, in the US's context of lumpish SUVs, it will seem comparatively frugal. In size, it is no truck, fitting between the existing 9-3 Saloon and Estate, and the newly launched 9-5 Saloon/Estate.

Dubbed a 'crossover' vehicle, it combines a 4x4 chassis with clever driving dynamics and a six-speed electronically adaptive automatic gearbox. Unsprung weight has been minimised by the use of weight-saving aluminium for all brake callipers, the front wheel hubs, A-arms, steering knuckles and rear suspension links.

Prices and precise details will follow and the first ones go on sale in the US next May. European sales begin in August and British buyers may have to wait until late in the year. That's a shame for the dealers, who need fresh products to augment the brand image, now under the control of the Dutch sportscar maker, Spyker. It will also need another engine to sell in quantity and this will most likely come from BMW which has agreed to sell motors to Saab.

High-performance SUVs need diesel power in Europe, an area where BMW is strong. For the record, the 2.8 litre petrol model has a top speed of 143mph, which is unusable for most markets, and a 0-62mph time of 8.3 seconds. Economy and CO₂ figures will be heavy. Fitted with a clean and powerful German diesel engine it will be a contender.

"This is a truly rewarding car to drive," says Peter Dörrich, Saab 9-4X Chief Engineer, who led the development team.

"We are convinced it sets new standards in this segment for good handling and ride quantities. We can't wait for the public and media to start driving it."

Saab celebrated 50 years of sales in Britain in October 2010. It is the biggest European market outside Sweden. Following the 9-4X will be an all-new 9-3 in 2012.

Frederic Manby

First published in Yorkshire Post Motoring supplement

October 23, 2010



Barmy to **BARCELONA**

Wacky Rally July 2010

Sheila the Cabbage Racer





When my mate Jace (Cabbage) told me that his Stag party would be the Barmy to Barcelona (buy a car for £250, decorate it, and get it from Lille to Barca in four days, via ...well half of Europe), I knew that there was only one thing to do – go and see the thoroughly nice chaps at the Offord Motor Company and get a Saab. As expected, Bill, Phil and Simon's enthusiasm for all things car resulted in Sheila (don't ask, but it ended up with every time the ignition key was about to be turned the use of the traditional Aussie chat-up line 'brace yourself Sheila') an ex-courtesy car that had been laid up since February, under a tree, with lots of birds. I can honestly say in 19 years of car ownership, I don't think I've cumulatively cleaned as much guano off all my cars as I did of Sheila, but once the power washer had finished, she shone.

Now, I already own three Saabs, so the boss left no uncertainty that this one wasn't staying. Lots of the teams scrap their cars in Barca and fly back, but preferring terra firma, my co-driver Pat and I decided to bring her back and sell, meaning no silly paint jobs, just a few vinyls to add to all the OMC decals (too lazy to remove them). But with our sled prepared, on 15 July we headed to the Euro Tunnel in convoy with Cabbage racing 1 (Black W plate Citroën with red light strip – aka KITT from Knight Rider), due to meet Cabbage racing 3 (a secret, but cost £500 and only does 13mpg – that would be a rusty old Jag then) in Lille.

Now people spend amazing amounts of time effort and money to decorate their vehicles. The winner of the best decorated, was my favourite, the 'Mystery Machine' by the Scooby-don'ts. Sadly we were a bit short on time, effort and ability, and the Jag was being sold too, but nevertheless, we were a three-car team, so who would be who? Well it took no time whatsoever to work that out. By the time we arrived in Lille, the thirsty Jag had already wet itself in the hotel car park and was making oil magically disappear, neither of which dissuaded Chris R from 'hooning-it' everywhere – Clarkson. The KITTroen, was captain Slow – May; as well as a Eurostar guard informing them that their sub-channel under-bonnet tinkering had set off a level 1 alarm. All this, along with my having the best hair and being the best looking (so mum tells me) meant that we were Hammond. So on the drive from the bar, where we registered, back to the hotel at 1.00pm, I duly gave the KITTroen the occasional love tap at red lights.

Day 1 – Five in One

We gathered in Parc Relais Champ de Mars with the other Wacky cars – too many to do justice to: visit www.wackyrally.co.uk – for all the pictures and blogs, highlights included the green team (seven-car team, including an Alfa that made it to the finish), having one of their numbers make a hash of a handbrake turn right in front of un gendarme – good job the French have a sense of humour. Here Rob and Ali – the management – gave us the low-down on the day, we collected the challenges and off we went. We had to get proof of being in, and a typical article from, the five countries we were going to visit that day. So having escaped Lille, we headed into the French countryside en-route to Belgium. We had already established that even with two sat-navs in the group, we were completely inept at navigation (I had forgotten to bring the family road atlas), and sure enough, within an hour, we had failed to get all three of us into the same supermarchee (despite two-way radios) and although fuelled and stocked with food, were now behind the pack, but with a French till receipt and a croissant on board. On to Belgium and a waffle was obtained, we started to worry, as we were headed to Luxembourg, and no one knew what they were famous for. Fortunately a very dear friend of mine, born in the Hague and raised in Bruxelles has excellent Euro credentials, so the question was raised by text, the answer, 'nothing' – which we had no problems getting. On into Germany, where a quick stop in Saarbrücken gave Chris R the chance to look the wrong way in traffic, and step out in front of every car in West Germany (good job they are good drivers) and to run into the nearest shop and pick up: Saurkraut, Bockwurst, tampons and Jaegermeister. I have no doubt that the Germans suspected a degree of lampooning, but, good job they have such a legendary sense of humour. From there it was back into France past Strasbourg, then into Switzerland for the evening to meet in Thun. Having burnt up 500+ miles, and getting lost a few times, we were a little late arriving at the camp site, which seemed to make the owner unhappy. We set to and pitched the tents double quick – and a good job too, because just as we finished, it began to rain – I have never seen rain anywhere in the world as heavy. We gathered with the other wackies, and produced our proof (Switzerland was a couple of toblerones) and were scored. Despite our protests Clair wouldn't accept the 'nothing' that we had bought from Luxembourg, so Friday night saw CR2 trailing both other Cabbage racers in the points.

Day 2 – Day of Days

Saturday morning, bright sunshine, a lake yards from the tents, and what mountains! First time in Switzerland, and oh my, it is beautiful. So tents packed we drove down to the meet – got lost, despite being 20 yards from it at one point – but finally made it. The Jag bonnet was up within moments, although there were worse problems for the Reliant Robin team (very pro-looking outfit, with a mechanic, Dave, and a three-wheeler – on a trailer being towed by a big 4x4). The



three wheeler was already sold after the rally, but because it was having so many problems it was consigned to being carried on a trailer. Anyway, Dave began his morning with the shout of 'has anyone got a spare condenser?' – not good. Then to my amazement, I see across the car park none other than Rupert Grint (Ron Weasley) and Oliver Phelps (George Weasley) from Harry Potter, who along with Oliver's twin, James (Fred) and a few mates, were there on the rally, in a Carlton, done up in RNLI colours and kit raising money for the lifeboats. I'd like to say I was really cool about it, but I wasn't, I even used the 'my whole family really love your work' line, but thankfully the guys were really friendly and the obligatory celeb snap followed.

Again we collected route and challenges – photo bingo of traditional Swiss scenes – log cabin, supercars, St Bernards, and more complicated ones – your team, a cyclist, and a motorbike with no rider, and set off. As was CR style, we drove about one mile, then stopped to get breakfast, which meant that an hour later we were the back of the pack again.

We put Clarkson in the lead and he began dragging us up the first pass and then led us down. Interesting style – right foot must be fully on one pedal or the other at all times, the Jag started to suffer. Around this time we found that we had picked up another Barmy who seemed happy to follow us, so at the next (handbrake) stop, when Ian and George pulled over with us, we offered them the spare walkie talkie and Cabbage Racing 4 joined the crew in their convertible Escort. Thus, our ranks swelled, we began up the second pass. Sitting in a covered section waiting at lights for roadworks, CR3 (Clarkson) being driven by Bear, came over the walkie talkie 'pull-off, pull-off! Zero oil pressure', fortunately just a few yards away was a roadwork area. Oil was added to the Jag and we pulled back onto the road. Moments later CR3 'we have a new warning light but we'll drive on'. Pat and I looked at one another and I got on the radio with CR2, 'CR2 we have a warning light – our washer bottle is empty, repeat our washer bottle is empty' as it was throughout. An hour saw us at the top of the second pass, with a worrying smell of hot clutch (not us), the Jag refusing to start, and a very unhappy sound from the cafe, where it turned out the 4x4 towing the three-wheeler had burnt its clutch out, relations were a little strained. The outcome was when Pat and I scouted over the top to see what was coming next and to snag a cyclist for a photo, we were able to help by informing them that they were on fire – having set light to the sound-proofing in the engine bay.

Moments later Dave, the mechanic, appears by our cars, the three-wheeler is quitting and off home, but he wants to continue and join us, so he hops into CR4 (team Ian) and off we go, one mechanic to the good.

Now the teams had a choice of route – lots ducked out on the autobarn and got to Sauze d'Oulx in Italy well in time for the



Your team, a cyclist and a motorbike.

party. Lots took the very challenging route with two more passes, and made it to SdO in time. We took the challenging route, did one pass and arrived at the Tunnel du Frejus, at 8:45am, just in time for the Germdarme to decide to pull the four of us and do the whole paperwork thing, the tunnel was then closed (for 20 minutes) before we got into it. Cabbage Racing pulled into the hotel car park at 10.00pm, last as usual, and very much in need of beer and food. Fortunately both were available in quantity, and a great evening party ensued, with a very late finish, which in hindsight I guess might have been a bit silly.

Day 3 – Lost in Translation

We gathered around the cars again and left in convoy, this time it was CR1 Kittroen with the urgent 'stop, stop, stop', on the radio, as it stopped completely and a large puddle of diesel started to appear under the engine. Fortunately, tooled up with our new mechanic, moments later the fuel line was returned to its rightful place, but CR1 needed to fill up, just long enough to be the last out of town as usual. Today's task was to make a pet – two plastic bottles later George the Giraffe was born and then we had to take photos of it in various locations. No problem, until 10 minutes later we arrived at the first mountain pass to discover all the other Barmys waiting because it was closed for a rally – oh the irony, but an hour's relaxation and it was open again. We got to drive a rally stage, hay bales and all, along with the RNLI team who we hooked up with. One picture required was 'on the bonnet of a supercar' and as luck would have it, at the bottom of the pass, there was a Lambo, and the very nice owner was happy to let George perch for a moment or two, and even pointed out the line of five Ferraris and a Porsche that he was travelling with. One prancing horse had a dead battery, and couldn't be jump-started because (a) the battery compartment is accessed through the front passenger footwell, and (b) they didn't have any jump leads. Team Ian (CR4) to the rescue, and the Escort jump started the Ferrari – some great footage on video.

Then we looked at the map. 2.00pm, less than 1/10 of the distance covered, and we were camping again that night. Clarkson was unperturbed and headed off to drive the Col de Torini, with team Ian in tow. We took their tents and headed for the campsite in Arles – still seven hours away. Of course, when we reached the tunnel into Monaco from Italy, it came as no surprise to find it closed for an hour, one way at a time and we were 20 cars back from the front of the queue. Exiting the tunnel we were treated to a descent down a fabulous river gorge before skirting round Monte Carlo and hitting the autoroute to Arles. Night fell, and finally in the pitch-dark we reached the campsite at 10:30pm. The five remaining CR crew pitched the five tents in 19 minutes and 35 seconds – some kind of record. Off into Arles we went to claim our points and downed a well-deserved beer. It



was here that we ran into a couple of Swedes on a train tour of Europe, and Sven (I kid you not) was absolutely ecstatic to find an old 9000 making the trip. Finally, at one in the morning CR3 and CR4 made it into Arles, and in the wee small hours we closed the tents on a very testing day.

Day 4 – Granny’s trip to Barcelona

A quick 290 miles down the autoroutes, past Perpignan into Spain and off at Girona down to Loret de Mar – what could be easier! Well not getting lost again on the way to the meet point – the local McDs for breakfast – where, despite anticipating the stampede at opening time and being at the front of the food queue, we somehow still conspired to be one of the last away. Now CR3 had already left – the two Chrises booked on a flight at 1.00pm and we were due to meet in Barca that evening. Of all the teams we knew we were quick on the autoroutes – no silly bits on the cars, all able to cruise at the national limits, and before long we have overtaken most of the pack, then after a coffee break we overtook them again, then after another... Well you get the picture, tortoise and hare stuff. That said, I’m still at a loss as to where the time went, suffice to say us getting to Loret del Mar and everyone else leaving, was starting to look like a dead heat. But make it we did, and with enough time for a swim, a pizza and an ice cream, having retaken all of Granny’s holiday photos on the way. Our points were totted up and I even managed to get 20 bonus points because in the midst of all the breakdowns and repairs, the bonnet on the 9000 had remained firmly shut since we left home in the UK – we had a deal with Sheil, we wouldn’t bother her and she wouldn’t bother us. So after our little sojourn, would you believe it – we were the last leaving, and all of a sudden Barca looked a bit iffy. The best man’s hotel booking had turned out to be for the night before, and we were going to be, oh what’s the word, oh yes – late. Fortunately Bear and Funki from CR3 had been in Barca for hours and had found another hotel – four star, aircon, secure parking, flat-screen tellys etc – it was just what the doctor ordered. By now four days in a car with no aircon in 30°C upwards was starting to get wearing, so we emptied the Kittroen, as it was off to the scrapyard in the morning, packed the 9000, changed and hit the finish party, and a damn good bash it was too – catered for by the rally again as we had been in Italy, lively venue, and everyone in great spirits. It even treated me to my first sight of the new Saab 9-7X – who would have thought it? In truth we would have loved to have stayed longer, but a 7:30am departure in the morning meant that 1:30am to get back to the hotel was the order of the day.

Day 5 – Get the hell out of Dodge

We had all been a bit worried in Spain, as previously this had been

where both teams and organisers had run into problems with the local constabulary, so we were keen to get moving as quickly as possible. We had 757 miles ahead of us, the good news was that we had company as Ian and George in CR4 had decided to travel back with us. So destination: Abbeyville. Now I’ve done the drive from Narbonne to Calais before solo, and I know the roads from around Rouen well, but we pushed the cars (within legal limits) all day, with just the briefest of stops for fuel – both us and the cars, and it was still 13.5 hours by the time we made Abbeyville.

Stopping for food and tearful goodbyes one last time with CR4, the walkie-talkie was returned, e-mails exchanged and they ploughed on to the tunnel – making the 10:20am train.

Pat and I arrived at the very pleasant campsite at 9:30pm and discovered that the bar shut at 10:00pm. Well we’d put the tents up in the dark before, and after the last few days, beer won over common sense, and a few swift ones were had before tents were duly pitched by sense of smell.

Day 6 – Parting is such sweet sorrow

Up at 7:30am, the holidaying kids making a much nicer alarm clock than Pat’s iPhone, the car was sorted, four bags of rubbish, a swim, a shave and shower later, we were ready for the hour to Calais. A pleasant, uneventful drive took us to the train, a quick splash and dash at Folkestone, once the headlamp tapes had been removed and it was off to Wickford in Essex to hand the car over to the dealer who had bought it via webuyanycar (sing along). Some tense moments as the DTE dropped like a stone in the Dartmouth Jams, but we made it. The chap naturally tried to haggle, but we’d already decided, any mucking about and she came home and I think he got the idea. So there she now sits waiting for her next adventure, we did leave the only part that we took – no we don’t know what it is, but it was the only thing in the boot when I collected her, so we thought it had better stay. Matt from CR1 came and collected us, and we were home for tea.

So, if all of this has whetted your appetite for the Barmy to Barcelona, there’s a car in Essex that knows its way, and did the whole thing without any dramas at all.

I’ve always been a classic 900 fan myself – a five-door one and a beautiful Convertible S at home, along with the 95 Aero Estate workhorse. We did own a Mk1 9000 years ago when the kids were born and she was great too, but Sheila was special. Will I do the rally again? – absolutely, maybe in a year or two, negotiations are in the early stages. Will it be in another 9000? – absolutely, just next time it’ll be one with aircon.

Many thanks to Bill, Simon, Phil, Ben and all the guys at Offord, and to Rob, Ali, Claire and the rest of the Wacky Rally crew for a really excellent tour.

Doug Spencer



A Picture in **COSMIC BLUE**

Around September 2002 my 1750 GTV Alfa, circa 1969, and I had come to the end of a 21-year saga of glorious motoring and late nights in the garage. Finally the accumulated spares had overtaken our storage space, the car my stamina, and partner, Carolyn's patience. It was sold – by happy circumstance to the person who'd sold it to me!

During the later part of that time – over my fifty-year love affair with all things mechanical, my 'E' Reg diesel Sierra had worked its heart out to the tune of 250,000 miles. Over those many years it had conveyed us to our photographic assignments for my living, taken us on towing holidays, been used as a tip truck, and done millions of taxi trips to and fro, all without ever failing to get us to our destination, (though it didn't get us back once when the servo steering pump blew a seal). It too was sold.

It was time to move on and I felt I needed a new passion, and a useable car! Back then there wasn't a Euro-box being made that I could feel remotely interested giving a second glance to, let alone thought I could get excited about.

We toured the dealerships and just confirmed that, anything fairly adaptable, reliable, with goodish fuel economy, capable of towing our summer home, and a bit sporty – that was also within budget for a part-used, just wasn't around.

I'd heard about Saabs but knew next to nothing about them but I did admire the body shape of the 900 Classics and newer design GM900s. I thought they came from climes that can be as cold and inclement as our home in the Peaks of Derbyshire. Sweden wasn't it, so they were designed to cope with snows of winter? A must for my work needs. But hadn't I read General Motors had got something to do with the firm's loss of build quality?

We'd known Richard Elliott for some years through his volunteer work in the 'care sector' where I was also a volunteer, and I knew he was a fan. We got talking and he offered to let me have a test drive of a two-door Silver 900 petrol from his Saab's base at Hadfield. He explained there was quite a heritage to the marque that had been carried on from the post-war designs into

the new century 'naughties' and was thriving. "Do you remember the Erik Carlsson famous wins in the Monte Carlo Rally team-entered cars of the 1950s and 1960s?" he asked. Well yes I did, I'm old enough – just. There was also an enthusiasts' Club and parts weren't a problem, he told us. We decided it was worth a try.

So with Carolyn 'riding shotgun' off we went, over the Langdendale pass, from East Manchester towards Sheffield, a good road to enjoy your driving on a fine day in something a bit sporty. I won't say it was love at first sight but the experience is still a vivid memory. We listened to the hearty beat of the engine and liked the interior layout, and the hatchback and the fold-down robust back seats for dog carrying – (the Sierra's back seats had been cardboard cut-outs by comparison). Just maybe there was something here we could get more from, than just a convenient car to get around in. It had a tow bar too!

The deal was done and later, after two years of virtually trouble-free ownership, we knew we had been proved right. Just one fly in ointment had been that I was newly qualified in a change of career and not yet earning a consistent salary so 25mpg on the urban cycle and with fuel prices rocketing up it was putting a strain on my cash flow. Time to change gear – again.

So, I'd asked Richard to look out for a 9-3 diesel powered model and, one day calling in for a chat at Saabtec, he pointed to a smart car on the forecourt. It was just what we were looking for – and in my favourite colour, a stylish blue. It was four-door, alas without a tow bar but with a rebuilt 2.3 Turbo diesel power unit, 'W' Reg and with the designation 481 RNC, (Rod 'nd Carolyn – remember). It came with all the Saab electronic comforts, heated seats – luxury! It just had to be the one for us.



By now we were 'in the Club' with a regular 'Driver' magazine to look forward to and we'd planned to attend our first 'National' that summer. We'd already attended some other local meets and found fellow petrol heads who had a warm welcome for us, especially on our first go and the Peaks and Dales.

It wasn't long before I began to get the yen for something that was part of the Saab history and motoring heritage.

Carolyn's enduring and much 'endured' troublesome Renault 5 had finally, terminally failed its MOT and this was a perfect chance to get her a runabout and me an excuse to get my hands on something I understood mechanically and electrically, from the 1970's era. Hence a Souvenir Edition 96V4 in Cardinal Red, metallic landed in the stable. (It must be said here that, without Mike Doughty's 96 knowledge and him living just a stone's throw from us, I might just have got out of my depth on things like column gear change linkage!).

During the following six years' ownership the 9-3 mileage spiralled up to 180,000 miles and I had put a few marks on the bodywork, one especially galling 'ding', happened when the tail box of the exhaust of the car I was following parted company and though trying to drive round it, I clipped the end pipe and flicked the box onto the nearside wheel arch. Ouch!

All in all it was time to change gear – again, even though it had been an impressively reliable car in most respects.

We'd have liked to keep the 9-3 styling and the colour and the flexibility of the utility hatchback and couldn't believe our luck when Richard again came up trumps with a late run, ie 'mostly Saab quality' 02 Reg in the same blue styling – a 'brother chip' to 'RNC'. (Northern parlance for a 'chip off the old block' or something out of the 'same mould'). Richard was breaking a 9-3 and its interior provided leather seats to complete the ensemble.

That was May 2010 and we are getting near to our eighth year in the Saab saddle and the enjoyment hasn't waned yet. The V4 has been more challenging than expected as some of the previous owner's part-restoration (circa 1995) was hiding some bodywork flaws but otherwise, mechanically, it has been pretty reliable for a 34-year-old runabout. Nowhere near as trouble-free as the 9-3s of course.

What has impressed us most is that, apart from the normal consumables, tyres, drive belt pulleys, discs and pads etc, all three of the modern era cars have needed very little replacements or garage time. The general build quality has been proven by the enduring robustness of the 'fixtures and fittings' – interior bits, carpets etc – and that despite the relative age cars that I have bought.

The one irritating thing that I have alluded to previously and why I say reliability has been excellent in most regards, is because we did find that 'RNC' just hated to be left on an uphill slope for anything more than about eight hours. Firing-up before that time was ignition, lift-off at first turn of the key, however, left standing too long, (and if there wasn't a handy reverse backward to turn nose-downhill) there was no chance of the fuel getting through, by starter cranking. Richard and I puzzled this for most of the time of my ownership and he fitted every non-return valve, and seal possible, to no avail. I just learned to park nose-downhill if leaving the car for lengthy periods.

After the part-ex Richard told me he had sold the car to a local owner, relating my, albeit occasional, weird parking experience. The new owner has had the car for five months and not complained of the problem – yet.

The only other minor gripe of the 9-3s is that Carolyn finds the handbrake lever awkward to get leverage on, in its set-back position, partly because we are both 'vertically challenged' and our seat position is pretty far forward.

So our picture in Cosmic Blue continues.

I am less of a car buff than of old but I still don't see anything on the road or in the market place and at the same value, (fuel cell cars and 'Top Gear' specials being just a fantasy for me), that would make me want to leave the make or that provides that hard to define 'something extra' that the whole Saab package provides. That includes the Club and its Members' welcoming friendship, enthusiasm, and most importantly the reliability and attention from the staff at Saabtec and dealerships elsewhere that we have used on occasion.

Rod Leach

Pictures Carolyn Leach

CENTRAL SAAB SPECIALIST

Scotland's Premier Performance and SAAB Servicing Centre

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

Telephone: **01875 821 144**

6/1 Butterfield Industrial Estate, Bonnyrigg, Midlothian, EH19 3JQ

www.centralsaabspecialist.com





TWO GUYS & AN OLD 900 DRIVE TO SCANDINAVIA

My younger brother, James, and I had long talked of buying an old Scandinavian car and taking it on a journey back to its place of birth. It wasn't until last winter that we decided to make the dream a reality and commit to our summer holiday being a road trip up into the heart of Scandinavia. This left us in need of many things: maps, sun cream (optimistically), a route and most crucially of all a car. Early in our search we decided that by far and away the best Scandinavian car was the classic shape Saab 900, a car unlike any on the road at the time and even now.

It wasn't until January 2010 that we started looking for the car, which wasn't just my first Saab, but my first car! We decided that the Turbo versions would be too expensive to insure for two guys in their mid to late twenties so settled for the 900i as being the car for us. It took a good four months of what seemed like endless searching and some fast learning about what to look for in buying a used 900 (who would have thought I'd become so knowledgeable about sagging roof cloth and rusty door bottoms), but in mid-April I was the proud owner of my first car a 1993, K Reg, three-door, White Saab 900i. I instantly fell for its charms, the bizarre curved front windscreen and almost boat tail-like rear, it instantly became a firm favourite with friends and family, adopting the name 'Olaf the Destroyer'.

We were making the trip in July so I had a couple of months to get it checked over by a Saab specialist and buy European breakdown cover (just in case!). After its service, a new clutch and some fine tuning, the car was ready. That was until a couple of weeks before we were due to head through the Channel

Tunnel and into France, when we came up against a slight problem, a problem with the head gasket. 'Olaf' was certainly living up to his name, not destroying miles as we'd hoped but wedges of cash. I took the car to get the head gasket replaced, but there was a delay getting the work done, which meant that on the morning before I was due to drive down to London to pick up my brother I was waiting for the call from the garage to say that the work was complete. It was a nervous wait, the whole trip obviously centred on the car and alternative cars that we were offered just didn't have the same romance, if it was going to be done then it had to be in a Saab 900. You can imagine the relief when I finally heard that the work was complete, although their final words of 'run it gently for the first couple of weeks and see how it goes' possibly weren't what I wanted to hear. How about a 3,500-mile round trip to Scandinavia?

A 5.00am start on Monday, 12 July saw us heading along the A20 in heavy rain towards Folkestone, excited yet understandably apprehensive about how far we'd actually get. Our plan was to



make our way from Calais up into Belgium, stopping off in Alkmaar in Holland on the first night before turning east across into Germany, stopping in Bremen and Flensburg before entering into Denmark. From here we would take in Arhus and Copenhagen before crossing the Oresund Bridge into Sweden. Our main destination in Sweden was, of course, the Saab factory at Trollhättan, but we also wanted to take in Gothenburg and Karlstad. We decided that if everything went to plan we'd have enough time to reach Trondheim on the Northern coast of Norway before we had to make our return journey.

The trip was amazing, the weather sunny and warm, with the car eating up the miles through North West Europe. It was such a great car to make the trip in, smooth and comfortable and huge amounts of room for all of our camping equipment. We made it to Trollhättan on Sunday, 18 July and headed straight for the Saab Museum. Now we hadn't exactly done our homework here and had no idea where the Saab factory and museum were, so stopped off at a tourist information board to work out where everything was. It was at this point that we became aware of a large number of old Saabs out on the roads, many tooting and waving at us. This was the home of Saab, so we expected to see more on the road and we were in a British registered car that had made an impressive trip to get there, so didn't think much more about it. That was until we made it to the Saab museum where we suddenly found ourselves in the middle of hundreds of old Saabs and the Annual Saab Festival! You can imagine our shock and delight to have randomly rolled into Trollhättan in our grubby yet beloved 'Olaf' on the final day of the Saab festival, having travelled all that way with no idea about the significance of our arrival date! To celebrate our arrival we cheekily drove our

car that had made its thousand plus mile journey up to the front of the Saab museum and parked it amongst its immaculate brothers and cousins, all of which had at the very least been given a clean for the occasion. The festival allowed us the chance to see around the Saab Museum and see Mr Saab himself, Erik Carlsson. We then headed out to the Saab factory for the amazing day to be complete and for 'Olaf' to have made it back to his place of birth, 17 years and a good 140,000 miles since he rolled off the production line. We triumphantly parked up at the huge Saab sign and flags on the outskirts of the factory and captured the moment on film alongside some new friends from the Saab Owners' Club of Holland.

It was a great day and a highlight in an amazing journey. 'Olaf' was clearly pleased to be home and was less than pleased about leaving. The next day we crossed over the border into Norway, reached Lillehammer and then promptly broke down! A two and a half hour wait for the recovery firm allowed us time to consider just how lucky we had been in making it as far as we had! You'll be pleased to know that after a couple of days at a Saab garage in the tiny Norwegian village of Jorstadmoen we were back on the road. The delay meant that we didn't have enough days left to get to Trondheim in time, so for the first time in nearly two weeks we headed south and began our journey back home.

It was a real adventure and a holiday that we will never forget. I'd been unsure about whether I'd keep hold of the car after the trip, but having made such a journey I've become attached to it, like it's a trusted friend and now count myself amongst the many fans of the wonderful old Saab 900. As for making it to Trondheim, there's always next year!

Richard Keep

SERVICE,
REPAIRS
& SALES

Classic 900

INDEPENDENT SAAB SPECIALIST

For Expert Advice speak to our
MASTER TECHNICIAN Bryan Ward 01482 222 622

Classic 900 – Personal Saab Service

Tel/fax: 01482 581 519 • E: glen@classic900.com

EVOLUTION
Official Installers

www.classic900.com

Classic 900 Ltd, 15 Kimberley Street, Argyle Street, Anlaby Road, Hull, HU3 1HH

SAABStyle Ltd

Est 1988

OF CARDIFF

Tel: 029 2081 0818 / 029 2081 3491

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

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

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

Visit SAABStyle at

www.saabstyle.co.uk

JAN/FEB 2011 19

Exhaust Fumes!

I have a 2000(W) 9-5 SE Auto with 72,000 miles on the clock. I have noticed what seems to be exhaust fumes coming into the car when stationary with the engine running. If I switch the climate control to 'recirc' this cures the problem. I have had the exhaust checked and the middle and back boxes replaced but the problem is still there. This is the only thing that spoils an otherwise brilliant car. Any suggestions please?

Bob Boaden

This problem is almost always caused by perished breather hoses that go from the cam cover to the rear of the engine, fumes then enter the air intake when the car is stationary.

9-3 Cam Belt or Chain?

I've been a Saaber for some 20 years now, not an active Club Member but I enjoy everything Saab, the magazine in particular.

The Tec Tip which you highlighted this month made me blink because I run a 9-3 Aero Sport V6, and was under the impression that cam was chain driven, my motor is a 2006 model. I note that you say all V6 models so I'm just a little concerned, but with some 43,000 miles plus on the clock I think I've got a little breathing space. Hope to hear from you. I also enjoyed Simon's article on the V6, and I have had the expansion tank replaced under warranty.

Barry Hall

You are correct, it does not apply to your model, I confirm that it's chain driven which is a good thing so you need not be concerned.

900 Replacement Battery

I read with interest Patrick Larkin's query regarding a replacement battery for a C900s. I've had the same problem finding a battery to fit a T16s battery tray, because of the heat shield. After spending hours phoning around and trying the Internet I found a 'Banner', part no 56012, 12v, 60ah that fits perfectly with loads of room to spare. I found a local stockist nearby at Redruth but the 'Banner' website showed many more suppliers. Hope this helps.

Also I, along with my son Tim and brother, greatly enjoyed the National at Bath, our first one as it was nearby this year and only a round trip of 350 miles or so. The 'Driver' is always eagerly read and has come on in leaps and bounds since the first magazine I received back in 1973. I was married last month and the trusty, reliable T16s did well on the day and took us 1900 miles across and around Ireland afterwards. Maybe I'll write more about the trip if you think anyone would be interested? Thanks again for a brilliant Club.

Graham Hicks

Thanks for the info ref battery. Yes, please write about your trip, I am sure many readers would be interested. If you have some pictures please send with your article.

Clutch Noise

I have a noise when the clutch is depressed on my Saab 9-3 1.9 TDI that sounds like something rattling, any ideas?

Tom

The noise most certainly is caused by a faulty/worn dual mass flywheel, will require transmission removal and a new flywheel to rectify, probably will not require a new clutch however, it would be checked on removal.

TECHNICAL TIP

Saab 9-3 Sport – 2003 onwards

Now we are in the wet and cold weather and autumn leaves are past it's a good idea to check the bulkhead drains are clear. There are two outlets at each side which can be removed and cleaned out, they will become blocked with sediment.

This will cause the bulkhead area to fill with water and it will eventually get into the interior through the pollen filter, it may also damage the fan motor and burn out the control unit on cars with climate control.



QUAIFE

Sole Supplier for SAAB LSDs

Servicing to exacting standards using OE parts

Collection and Delivery Service Available

Free Health Check

book your car in for a no obligation Health Check on your car

ECU Upgrade

SPECIAL OFFER for Saab Owners Club Members

Call for more details

**Still the First Choice For All SAAB Tuning,
Sales & Repair...**

**For more information relating to the above
products and services please contact:**

Abbott Racing Motorsport

Wix, Manningtree, Essex, CO11 2UJ

T: +44 (0) 1255 870636 **F:** +44 (0) 1255 870057

E: sales@abbottracing.com

www.abbottracing.com

Saab Returner

I've returned to the SOC after quite a few years' break, and a small amount of disloyalty! Jeep, Volkswagan and Honda, err... I think that's my confessional over.

Even though I've owned these few 'none Saabs' in the last few years, they have all been short-lived and a Saab has always returned to the household. (Well they have the best seats!)

I am now on my thirteenth Saab! Having started many years ago with a second-hand Saab 96V4 which had to outlast my three year bank loan, originally for a Renault 5 which had turned out to be lemon! So my love for Saab started then! Three years later a 99 followed (with a brown vinyl roof – remember them?).

Two 900 Turbo Coupes, A 9000 CS, then my favourite of all time, my beloved Saab 9000 CD Carlsson 2.0 litre in White. (Some Abbott mods made it even more special and just a wee bit faster than my passengers liked.) Many more Saab models followed, but none have put the same smile on my face as driving the Carlsson.

I've had many adventures with my Saabs, and I'm sorry to report not all have been 100% reliable. The 2.3 litre engine is much less reliable than the 2.0 litre in my experience. One 9-5 2.3 litre actually blew up on the A1, leaving me stranded in pouring rain on a Sunday night, when all the roadside phones had gone down, and, as usual in these circumstances, my mobile battery happened to be flat! I was saved by the Traffic Police, whom I would like to add have a 'nice side' to them.

I owned a village shop in the Dales for four years and in that time I performed my first e-Bay purchase of a Saab 95V4 (pictured) which was being sold by a very happy and eccentric couple in Derbyshire. I got it for just over £500 and it looked perfect for my deliveries up and down the Dale; where they still used 'tin baths' and outside toilets and still spoke of getting 'the electric'! This was back in 2005! – and they'd had 'the electric' since the late 1950s!

The old 95 (named Verona after her colour) eventually suffered rear suspension problems (I think me bouncing it up and down the Dale at speed had made it lose all the fluid, by the way the heated seat still worked in cold weather!). Verona went to a scrappy, who came to collect it for free – I thought that was the end of her – but many months later I got a letter from the DVLA saying she now had a new owner, and informing me of such, as my name was the last one on the log book. So GCH 840N might now be in the SOC? I do hope so.

I presently own a 2006 plate Saab 9-5 Vector Sport SE (1.9TiD) which has covered 112,000 miles and has proved amazingly reliable. My 'fun' car is a ten-year-old Saab 9-3 Turbo SE Convertible which is presently in hibernation in a warm garage for the winter (SORN declared). I'm pleased to return to the SOC and love the look of the magazine nowadays, which has far more content than days of old. I look forward to meeting some of you at future Club events – and my wife (Jean) will be dragged around with me too. (Seriously she loves Saabs too – well she says she does anyway – she still hasn't found the fuel filler cap yet though!)

All the best 'Saabing'

Rob Wilson



Canadian Donations

Just a short note to thank you for sending our copies of the 'Driver' for most of this year. We obviously enjoy your work.

John Donald and I started the Saab Club de Montreal in 1980 and between us, have owned about twenty Saabs. The Club used to be pretty active, but now we keep it going to reflect the ongoing interest of our Members.

John sent \$50 to Saabs United and I am sending another \$50 to you guys as a small donation. We don't have much cash, but using it this way helps make sure the marque won't die again. Victor Muller and Spyker have done great work and we hope it continues until the company is flourishing and I can get out and buy my thirteenth!

Not much is happening on this side of the pond – our Burlington, VT, dealer managed to get one 9-5 the other day for \$43.5M and sold it for \$44M – just to get a car on the road. They figure the first dozen will be like that. Nothing in Montreal yet. Here they are talking about a retail of \$60M – a bit rich. Our biggest problem is obtaining parts, as little stock is around, which worries me if I have a crash in my 2008 Wagon. I suspect we have to linger until 2011.

Keep up the great work.

Peter McLoughlin and John Donald, Montreal

900S 1995 – a Proposition from France

The Proposal: be my hard-working handyman and gardener for one week (helpful guest) and I will pay you a negotiable rate. In return you can have my Saab 900S for 100 Euros. N727 BDY purchased in 1995. It has done 210,000 miles, has numerous faults, owned and driven by me since new. It goes and goes and without an MOT.

Tel: 0033553234915 or Mob: 07720431060 (SW France)

NOTICEBOARD



Swedish Day UK

Sunday 8th May 2011

Haynes International Motor Museum

www.swedishday.co.uk

CHARITY TRACK DAY at Castle Combe, Wiltshire

Thursday, 17 March 2011

Saab drivers are invited to take part in this event which will raise funds for a local children's school (SNAP Chippenham) and Combat Stress, the Ex-Services Mental Welfare Society. Two events last year at this entertaining circuit each raised over £3000 plus Gift Aid. Noise limit 105dBs, 12 cars on track, 36 cars total. Elderly and interesting cars preferred, modern recycled kamikazes are discouraged. £180 all day or £100 half day.

For more information contact c.darwin@virgin.net or 01288 381265

(SOC member and owner of several elderly Saabs)



Saab Owners Club of Great Britain

SWEDEN VISIT 2011

**Thursday 14 April –
Sunday 17 April**

Flights

Because of the amount of personal and confidential information involved it is not feasible for me to book flights. You book your own flight, the best time to book low cost airfares is one calendar month before departure.

Internal Travel – Options

Four days car hire – around £120.00 (small economy car). Coach transfers – estimate £20.00 per person.

Three nights' accommodation

about £200 for twin/double room in a business hotel:

- Scandic Swania, Trollhättan
- Hotell Bele, Trollhättan
- Fist Hotel Kung Oscar, Trollhättan
- Trollhättan Hotel, Trollhättan
- Quality Hotel, Vänersborg

About £25 per person per night in a camping cabin or 'vandrarhem' (youth hostel):

- STF Vandrarhem, Gula Villen

Activities: could include:

- Saab Factory tour
- Saab Car Museum visit
- 'Innovatum' Science Centre, Trollhättan
- Guided walking tour of the waterfall/lock area – visit to canal museum, and 'Olidan' hydro electric generator – one of the oldest working industrial buildings in Sweden (Trollhättan)
- The Royal Hunt Museum – Halleberg/Hunneberg 'Elk Hills' and 'Elk Safari'
- Evening visit to Go-Kart Centre; evening visit to a pancake house
- Shopping in Trollhättan, Vänersborg or Överby
- World Heritage Site – Tanum (Rock carvings etc) house of the sea (Lysekil)

- 'Aeroseum' – Säve flygplats (Air Museum – Gothenburg City Airport)
- Gothenburg Maritime Museum
- Volvo Cars Visitor Centre/Volvo Car Museum (Torslanda, Gothenburg)
- Alvsborgs Castle
- Jönköping (Match Museum, Husqvarna) or Borås (Fire Brigade Museums)

It's now over to you – but please do not leave it to the last minute. So I am placing a deadline of 28 February 2011 on Members expressing interest and needing consultation or help with bookings.

To register your interest or for more information, contact:

**Iain Hodcroft,
330 Manchester Road,
Tyldesley, Manchester, M29 8NN
Mobile: 07976 314012
international@saabclub.co.uk**

WINTER WEEKEND

The Shakespeare 'Sonett' Friday 4 – Sunday 6 February 2011

By popular demand, the Winter Weekend is back. It will be held at the Stratford Manor Hotel, Stratford Upon Avon. Immersed in 21 acres of landscaped grounds yet just three miles from the centre of historic Stratford it is the perfect place to shrug off those winter blues and meet up with friends old and new.

Despite its tranquil setting, the hotel is just five minutes away from the M40, connecting you to a number of interesting cultural attractions, including Stratford-upon-Avon, Warwick, Kenilworth, Royal Leamington Spa, The Heritage motor centre at Gaydon and the bustling market towns and quaint Cotswold stone villages. Additionally the indoor pool and fitness centre is available to all guests.

Our package for the weekend will include:

- Two nights Dinner, Bed & Breakfast
(Sunday night can be booked as an extra night if required)
- Packed lunch on Saturday
- Dedicated free secure parking area
- Private dining room on Saturday evening
- Wine included with Saturday dinner
- Leisure drive road book



The cost will be £105 per person based on two people sharing. To book please send us a deposit of £25 per head by 1 December and cheques should be made payable to The Saab Owners Club of GB Ltd. Final balances will be due in January 2011.

As there are limited spaces we would advise booking as soon as possible. Please forward to Hilary Philpott, Lamorna, 1, Oriel Way, Brackley, Northants, NN13 6DR.

For further information on Stratford please visit their website at www.stratford-upon-avon.co.uk

Should you require any additional information about the weekend please contact Hilary on 01280 705369 or by email at hilaryphilpott@tinyworld.co.uk

We look forward to seeing you there.



INTERNATIONAL SAAB CLUB MEET Finland 2011



Saab Club of Finland celebrates its 20th Anniversary in 2011 and invites Saab enthusiasts from all over the world to join the celebration on 5-7 August 2011. The main activities are centred at Hotel Ellivuori in Sastamala, a scenic part of county Home. The Ellivuori has ample accommodation possibilities both in the hotel and the adjacent camping area.

Guest of honour will be Mr Simo R Lampinen an internationally recognised 1960s Finnish Rally Driver.

Registration closing date is 16 May 2011.

For more details contact – www.intsaab2011.fi

NOTICEBOARD

THE 15TH LAKELAND GATHERING 2011 CAMPING WEEKEND 17-19 June

This will be the Fifteenth year that the Cumbria Group has hosted the Lakeland Gathering, so we thought we would introduce a new activity; on the Saturday afternoon, there will be a Lakeland Passes drive with a stop for afternoon tea. The event will be at Cockermouth Rugby Club. Come and enjoy all the attractions of the Lake District in the good company of fellow Saab enthusiasts. We normally run a relaxed and friendly weekend, where we provide some entertainment and people chill out.

DRAFT PROGRAM

Friday 20.00hrs Social Gathering in the Club House

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

Sunday 10.00hrs Car beauty contest
11.00hrs Coffee morning, raffle and prize giving

VENUE

We use the club pitch so there is plenty of room. Dogs are welcome. We will have the use of a clubhouse during the evenings, and access to the shower and toilet facilities. There is no need to book in advance and at £7.50 per unit, per night (£2.50 for day visitors) you would struggle to find better value. Day visitors are also very welcome. If you aren't into camping there are numerous B&Bs and some outstanding hotels in the area.

We are hoping for a fine, sunny weekend (one can always hope). The location will be signed with directional Saab signs, from the Lakeland Sheep and Wool Centre roundabout on the A66.

If you require any further information, please contact the Cumbria Group Secretary, Robert Morley, 01900 67926, or the Chair, Derek Best, 01900 814317 or by email: derek@saabmail.co.uk

COCKERMOUTH RUGBY CLUB

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

Centre Phone No: 01900 824884 Ordnance Survey Grid Reference NY 132299

New SOC Group for the KENT AREA

I will be trying to establish a new Kent SOC meet in the New Year approx first Monday of the month starting in February. Probably near Ashford Kent.

For more information please e-mail me, Mr Alan Harris at alanbharris@btinternet.com

New SOC Group for the NORTH WALES AREA

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

If you are interested please e-mail on: elfrida@talktalk.net or telephone Dave on 01352 756445

New SOC Group for the BRISTOL & BATH AREA

A few of us are looking into starting a meet for fellow Saab enthusiasts. If you are interested please e-mail on: markbrown52@hotmail.com or telephone Mark on

0117 909 1993

DRIVING VOLUNTEERS WANTED IN KENT

There are two community transport schemes in Kent covering Sevenoaks and surrounds (Sevenoaks Brighter Futures) and Tunbridge Wells and surrounds (Dial 2 Drive). Would any Members consider volunteering some time, from a couple of hours a month to a day a week, to help people unable to access public transport due to age, illness or disability to get to social and medical appointments, shops, day centres etc.

Volunteer drivers use their own cars, receive fuel expenses, training and find it a very rewarding way of helping others, whilst choosing their own hours to volunteer.

For more information contact:

Sevenoaks Brighter Futures 01732 469000

e-mail: driving@vawk.org.uk or

Tunbridge Wells Dial 2 Drive Tel: 01892 530330

e-mail: dial2drive@vawk.org.uk

Peaks & Dales Saturday 4 June 2011

New route to be confirmed.

For more information contact Richard Elliott

Tel: 01457 852944

WHAT'S ON

Group contact details can be found on page 26.

JANUARY

Tuesday 4th

West Mids & Warwickshire Saab
Club Meeting at The Stonebridge Pub 7.30pm. Just 1 mile from Birmingham Airport. Contact wmsoc@yahoo.co.uk

Wednesday 5th South West Saab

Get-together for a chat and a drink at the Airfield Tavern, Yeovil. From 7.30pm.

Thursday 6th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 10th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

Thursday 20th Northants, South Leicester and Rutland Saab

Meeting is at the Sondes Arms, Rockingham, LE16 8TG from 7.30pm. Contact Steve on nslrSaab@yahoo.co.uk

Tuesday 25th North West Saab

Annual Dinner at Little Italy, Timperley at 8.00pm. To make a reservation contact John on 0161 929 9155 www.saab-nw.co.uk

Wednesday 26th South Yorkshire Saab

AGM Meeting
member@saabinn.fsnet.co.uk

FEBRUARY

Wednesday 2nd South West Saab

Get-together for a chat and a drink at the Airfield Tavern, Yeovil. From 7.30pm.

Thursday 3rd East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Friday 4th-6th WINTER WEEKEND

The Shakespeare 'Sonett'
Details on Noticeboard page 23. Contact Hilary Philpott.

Monday 14th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

Thursday 17th Northants, South Leicester and Rutland Saab

Meeting is at the Sondes Arms, Rockingham, LE16 8TG from 7.30pm. Contact: Steve on nslrSaab@yahoo.co.uk

Tuesday 22nd North West Saab AGM

Britons Protection, Manchester 8.00pm.

MARCH

Wednesday 2nd South West Saab

Get-together for a chat and a drink at the Airfield Tavern, Yeovil. From 7.30pm.

Thursday 3rd East Anglia Saab AGM

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 14th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

Thursday 17th Northants, South Leicester and Rutland Saab Group

Meeting is at the Sondes Arms, Rockingham, LE16 8TG from 7.30pm. Contact: Steve on nslrSaab@yahoo.co.uk

Charity Track Day, Castle Combe, Wiltshire

See Noticeboard on page 22 for more details.

APRIL

Wednesday 6th South West Saab

Get-together for a chat and a drink at the Airfield Tavern, Yeovil. From 7.30pm.

Thursday 7th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 11th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.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 2011 issue is 14th January 2011.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

Thursday 14th-17th INTERNATIONAL SAAB CLUB Swedish Visit

Details on Noticeboard page 22. Contact Iain Hodcroft.

Thursday 21st Northants, South Leicester and Rutland Saab

Meeting is at the Sondes Arms, Rockingham, LE16 8TG from 7.30pm. Contact: Steve on nslrSaab@yahoo.co.uk

MAY

Date TBC '3rd Antique Saab Convention'

Kanczuga near Rzeszow, South East Poland - Saab Klub Poland and Saab-gt.pl

Wednesday 4th South West Saab

Get-together for a chat and a drink at the Airfield Tavern, Yeovil. From 7.30pm.

Thursday 5th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 9th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

JUNE

Thursday 2nd East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 13th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

Friday 17th-19th The 15th Lakeland Gathering, Camping Weekend

See Noticeboard on page 24.

JULY

Saturday 4th-5th Peaks and Dales

Details on Noticeboard page 24. For more information contact Richard Elliott Tel: 01457 852944.

Thursday 7th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 11th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

AUGUST

Tuesday 2nd-5th Pre International Saab Clubs Meeting Tour.

Start Helsinki area - link on www.intsaab2011.fi

Thursday 4th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Friday 5th-7th International Saab Clubs Meeting, Finland.

Based at Hotel Ellivuori near Satsamala, West Finland - See page 23 for more details. www.intsaab2011.fi

Monday 8th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

SEPTEMBER

Thursday 1st East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 12th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

OCTOBER

Thursday 6th East Anglia Saab

The Bunbury Arms, Ixworth Road, Great Barton, Bury St Edmunds, Suffolk IP31 2NX. Contact Rachel - sootysaab@aol.com

Monday 10th Lancashire Saab

The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact Steve - steve.alty@lancshiresaabownersclub.co.uk

AROUND THE UK

All correspondence to:

Ellie Wilson

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

Tel: 01527 403596,

E-mail: branches@saabclub.co.uk

Contacts

THIS LIST REPLACES ALL OTHERS

**BEDFORDSHIRE,
HERTFORDSHIRE &
BUCKINGHAMSHIRE SAAB**
Christian Sawers
Tel: 01525 402749
E: bedsbucksbertsaab@googlegmail.com

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

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

DALE SAAB
Richard Unsworth
2 Quarry Lane
Tandem
Huddersfield, HD5 0AP
Tel: 01484 350230
07786 861760

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

DURHAM SAAB
Joan Wood
Dunvegan
58 Thorndale
Belmont, Durham, DH12AH
Tel: 0191 384 2461

EAST ANGLIA SAAB
Rachel Hillier
Linnaeus
Norwich Road
Scole, DISS
Norfolk, IP21 4DY
Tel: 01379 740 158
E: sootysaab@aol.com

EAST MIDLANDS SAAB
Peter Briggs
16 Saville Street
Blidworth
Mansfield
Notts NG21 0RP
www.eastmidlandssaab.co.uk
E: peter@eastmidlandssaab.co.uk

EAST SUSSEX SAAB
Toby Field
78 Foxglove Road
Eastbourne
East Sussex, BN23 8BX
Tel: 01323 460 363
www.eastsussexsaab.co.uk

EBOR SAAB
Karl Moxon
38 Queens Drive
Cottingham
East Yorkshire
HU16 4EL
E: 38mox@38mox.karoo.co.uk
01482 847120

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

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

LANCASHIRE SAAB
Steve Alty
2 A Queensway
Ashton-on-Ribble
PRESTON, PR2 1SN
Tel: 01772 769015
www.lancashiresaabownersclub.co.uk

**NORTHANTS, SOUTH
LEICESTER & RUTLAND SAAB**
Steve Rustage
E: nslrSaab@yahoo.co.uk

Please note the groups highlighted have returned their attendance registers.

Groups Sub-Committee Local Liaison Officers

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

NORTH WEST SAAB
Richard Elliott
The Quorrs
9 Wheatcroft
Hadfield
Glossop
SK13 2EN
Tel: 01457 852 944
www.saab-nw.co.uk

SOUTH WEST SAAB
Alex or Robin
10 Arundel Road
Yeovil, Somerset
therankins565@btinternet.com
Tel: 07963 066384
robin@southwestsaab.co.uk
Tel: 07515 112120

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

**SURREY & WEST SUSSEX
SAAB**
Michael Dey
19 Hawthorn Road
Barnsbury Farm Estate
Woking
Surrey, GU22 0BA
Tel: 07711 439 585
E: m.dey@btinternet.com

THAMES VALLEY SAAB

WESSEX SAAB
Nigel Bailey
12 Oakdene Close
Wimborne
Dorset
Tel: 01202 886 888
E: nhbailey@btinternet.com

**WEST MIDS &
WARWICKSHIRE SAAB**
Rich Bone
160 Ardath Road
Birmingham B38 9PE
E: wmmwsoc@yahoo.co.uk
www.wmmwsoc.co.uk

Happy New Year to you all.

I hope you had an enjoyable and memorable festive season, and did not overdo it with the brandy and turkey! Well, as we cruise slowly into 2011 there will be a host of Saab-related events locally and nationally, and of course Internationally, with the Saab International in Finland. As usual I hope to attend as many as I can, this year's National looks as though it's moving North (well it was at the time of writing this), I am sure more details and confirmation will be in the next edition.

I had a very nice email from a Saab driver who lives in South Africa, who was given a copy of 'Driver' by Paul Croft from the UK and to that end enquired as to whether he could set up a Group in his area! Suffice to say while I am always happy to travel to events... this one would be a little bit out of the question. However, I am pleased to report he was really impressed with the quality and content of the 'Driver' magazine and that is a great compliment to all who contribute to this great magazine. I hope you get a copy of this magazine and maybe join as an International Member.

Well without further babble, I'll go straight into my drivel and endless banter. You will definitely need a cuppa to keep you going and a comfy seat before you start reading... enjoy!

Saab Owners Club AGM 2010

This year's AGM was kindly hosted by Buckingham and Stanley (Cambridge Saab), the Dealer Principal, James Howarth, made us all very welcome and on arrival coffee and teas were readily available. If you are local to this dealership, I can tell you that you are very lucky and fortunate to have such a dealership in your area, they have so much passion and knowledge of the Saab brand. The Dealer Principal, James Howarth, has been at these premises since 1978 and his first car allocated to him as a company car was a brand new 99 Turbo! The praise for this dealership does not stop there; the sales executives who I met, Darren Rayner and Luke Gordon, have been working there for a long time, a period of 14 years and 10 years respectively. This is a good testament to this dealership and loyalty to the brand.

James Howarth opened the AGM on behalf of the Saab Owners Club and enlightened us with a brief summary of Saabs for the future. It would appear that the 'Quirky' features may well reappear on future cars and also more innovative features just the way Saab used to be. He also mentioned the fact that Saab may be in negotiations with BMW to use one of their small engines for a new breed of Saab. This has got to be a good idea, as it would save millions in development and testing, in fact, I have just received news from Saab that the Saab/BMW engine share is confirmed and I quote from Saab press... 'Now that Saab has confirmed its independence and has agreed a power train agreement with BMW, there has never been a better time to buy a Saab.'

So there you have it, it's official. I can't think of a better company to supply Saab with engines, that Saab can make even better. This seems to be the case historically where Saab just makes things better than the original designs, you just have to compare the tie-up with the Saab 9000 and Fiat Croma. Saab did not just make it only look better, but it also lasts longer! This



was also much more stylish yet keeping the original design lines.

What really struck me about Dealer Principal James Howarth was that he was not just there to sell you a Saab, he wanted to also ensure that complete satisfaction of your purchase and just as importantly 100% customer satisfaction was achieved. The passion he has for Saab is very evident and I am sure that if I was local to Cambridge they could count on my custom.

Anyway, back to the AGM, I was re-elected to bore you all with my drivel for a bit longer and the two new Directors, Vanessa and Robin Morley, were duly elected to be on the Board. A lot of you will know Robin from his tireless Saab-related activities and articles he has contributed to the 'Driver' which are nearly as interesting as mine! The question and answer session was a great success with Members asking all sorts of questions and making some brilliant suggestions. I met one of whom I can only refer to as the 'founding Members of the SOC', he has gained that title as his Membership Number is 7 – that's right seven! – his name is Mr Alan Lawley – that's fantastic, (do you think he likes Saabs a bit? Who says there is no loyalty these days).

Alistair Philpott also confirmed that there will be two meetings this year (2011), where the 'Driver' Registrars and representatives from each Local Group can come along and offer suggestions on how we may together be able to improve the Club, 'Driver', or anything else relating to the SOC. The meetings will be as central to Members in the North or the South of the country so that we can get as many attendees as possible. This is important to attend, so that we can continue to drive the Club forward and add new ideas and possible events you might like to see happen.

Members from all over the UK attended and while I was pleased to see everyone, I think a special mention should be made of the fact that TfatC of www.uksaabs made an epic journey from Aberdeen and made it to the AGM. OK he did tie up the visit with collecting some other goods he had to collect but nonetheless it was great that he attended. I really must make that journey up to Scotland when I can and we thank you for your ongoing support of the SOC via the UK Saabs website.

I was really pleased to see Andy, aka Ursa Minor, who is an official Saab nut and I am most pleased to let you know that he brought his wife Jan along to the AGM. Jan has been ill for a while and had just had a major operation. Well I am glad to report Jan is making a fantastic recovery following her operation, though Jan was using a walking stick, she still had her pretty smile and as usual was as pleasant as she always is; keep on getting well Jan, you have all the best wishes of Saabists around the UK and I hope the 'old man' is doing all the chores!

I see the East Anglia and Ebor Group were also there in great numbers, as was the South Yorkshire Group. Great to meet you all and I hope to see you again this year, in fact Rachel Hillier did point out that I had not been up to visit them in 2010. Fear not, I will see you later this year, hopefully for your Christmas meal... which strangely will take place in December this time!

To close this section, once again thank you to Cambridge Saab for your kind hospitality and thanks to all SOC Members and friends who also attended.

As for next year's AGM dates and location, that will appear in a future magazine, but if you have any queries in the meantime please do let us know.

AROUND THE UK



New Group for Bristol and Bath

We are well on the way to launching this Group. Robin Morley and myself had a meeting with Mark (organiser) to explain how things worked and the background to the SOC. At the end of the meeting we decided to launch the Group in the early part of 2011, possibly around March/April time, more details in the next edition of 'Driver', including the launch date and dates for future meetings and venue details. There has been a lot of interest from Members in this area and I know this will be another really exiting Group, as soon as it's launched, but don't forget Members and non-SOC Members are always welcome at any meet or event, we are always pleased to see you and you are assured of a warm welcome.

NEC Classic Car Show 2010

As usual I must thank all the team for helping out and giving up so much of their time for this event, it really could not have happened if not for you all. So, in no particular order, thank you to Chris Wilcox, Chris Boffy, Mike Thompson, Steve Alty, and Frazer Bagnall for providing the cars for the stand and also thanks to Norma Thompson, Dave Ross, Steve Alty's son (Haydon) and also Shaw Wilson (Mrs Ellie).

It was great as usual seeing a lot of Saab Owners Club Members and friends and I hope you enjoyed the show and most importantly the SOC stand.

In 2010 Saab celebrated 50 years of evolution and to that end I decided to mark the NEC Event with two magnificent models, the 96S and of course the 9000 – celebrating 25 years the 9000 at launch was a very important car for Saab, as it launched them in the large car and premium sector, the 9000 also broke many endurance and safety records during its reign, it is a big luxury cruiser and when it's loaded with Saab extras you could not wish for a better 'Ultimate Gentleman's Express'.

The 96s of all forms have become a true 'Marmite' car, you either love them or hate them. When I was younger many moons ago, I thought they were the ugliest car in the world and although during the mid to late 1980s I was driving a 99EMS, I really hoped that some sort of infection would affect these horrible little cars bearing the Saab badge and they would be wiped out for good! That said, for those who know me, I spend most of my spare time in my little 96V4, I think it's the coolest looking and most comfortable drive I have ever had.

Anyway back to the show, I also want to welcome all our new Members who joined the Saab Owners Club during the weekend and as I always say, this is your magazine, so please do help us to keep it great by sending in articles or even suggestions to



make this magazine even better.

I met some really interesting Saab drivers, though I must say one Member joined who has not even got a Saab yet, he has been reading his friend's 'Driver' and obviously liked the car so much he is looking to get a 9-3 TTiD. Great choice, please do let our 9-3 Registrar know how you get on.

Well, being on the SOC stand, as with all things in life, you get to meet somewhat I can only describe as interesting people... Such was the case on the final day of the show – while I was having a nice conversation with Stuart Wallace Member 12874, he suddenly exposed it! I was shocked that anyone would do such a thing! Sorry, maybe I should explain a little better – you lot have warped minds! He exposed a tattoo on his arm of the Saab Griffin, yep a massive Tattoo, fair play to you Stuart, he tried to justify this by saying he saw someone else with I think a Manchester United Tattoo, so he thought it would be fine to have a tattoo of his favourite pastime, it's even in full and glorious colour! Well for now Stuart, I am going to issue you the Honour of Saab Nut UK – if anyone can beat this, well I and possibly every other Saab driver would like to know.

While I was doing my bit on the SOC stand at the NEC, I got a right telling off, this came from a lovely lady, Caroline Anderson. She was at last year's NEC Classic and was amongst the first to see the SOC polo shirt with the Turbo Gauge and requested one there and then! Well, that was 12 months ago and just to show how patient women are, she waited the whole 12 months before asking again where they were. Well Caroline, as I managed to justify myself they are now available to order from the SOC shop. I am glad you enjoy the magazine and hope you all come to the NEC 2011.

Also within my section you will see a picture of a young lad, proudly sporting one of our SOC bow ties, I know he looks as though he wants to report me to the authorities, but this whole saga was suggested by his dad – note to the lad in the picture – the number for ChildLine is 0800...

Steve Alty of Lancashire Saab Group appears to be in his element in this photo, proudly sat on the bonnet of his 9000 Aero, helping two young ladies who obviously needed his help – not!

Robin Morley has kindly posted a link on the www.saabclub.co.uk website for you all to enjoy and I have included a small selection here. I will have more photos printed in the next issue as I don't think I will have much to say for the next magazine (I know, you have heard that before) – and of course a huge welcome to all our new Members who joined the Saab Owners Club at the NEC Classic Car Show. I hope you enjoy your membership and please do send in any, and I mean any, Saab exploits you encounter, so that we can all enjoy them.



South West Saab Convoy to Belgium

Well many of you may know Etienne from Belgium, he seems to attend more Saab-related events around Europe, than a bloke who just visits Saab events!

Etienne decided to bring the town of Huy (Belgium) to a virtual standstill with as many Saabs as possible, don't worry it was all above board and agreed with his local council. So without further thought the South West Saab Group decided on doing a convoy/representation of Saabs from this side of the English Channel.

Robin decided that a fitting Rally plate should be designed, made and in time the design was chosen and off it went for production. Shortly after the printing was complete we were informed that the 'Chocolate Convoy' Rally Plates were ready for distribution to the participants.

The combination of UK drivers ended up not just being from the South West Saab Group but Members from the West Midlands and EMS Groups also took part, a special mention in despatches goes out to Les aka Inspector Gadget and to Tom McCombe from Derby who also made this event and also enjoyed it. David (Helisaab) drove his fantastic Two-Stroke all the way from the UK and in true Saab style the journey was completed without a hitch, we also had the pleasure of some real Saab purists namely Iain Hodcroft and Ian Studley, both these guys know as much about Saab and Saab history (if not more) than Saab themselves! While I am name dropping a very familiar name around the South West is Chris Hamley, he and his wife Lorraine and also Simon and Maria Allen, both couples in a pair of really fine 9-3 Convertibles. Chris has always been a strong supporter of the South West Group and equally very supportive of the SOC – and we thank him.

Well with Saabs started and passports in hand a convoy of 11 cars from the UK set off to fly the flag via the Channel Tunnel and a few made their way across via the Ferry, nonetheless we all met up in France at a service station where the French convoy joined. There must have been 40 Saabs setting out in total along the French motorway, as we headed out of France and into Belgium, the lead car pulled off the motorway and we all followed and to my surprise we were meeting even more Saab drivers to join in, it was really a sight to see. I thought I had died and gone to Saab heaven!

The evening was spent at a restaurant in the town where we had a splendid meal and all the beer and wine you could drink. I can confirm that Alex Rankin (South West Saab) had a little bit too much (cough, cough) lemonade and was a little worse for wear in the morning. I think he did promise things that go

something like, 'please god let me get over this and I will never do this drinking again'. Well as we are all sensible, I can let you know that Alex was not driving at all so I guess we can excuse him. The meal was great and everybody got talking to each other trying our best at all the languages which were being spoken, as there were Saab drivers from all over Europe – suffice to say the international word is 'Saab', understood by everyone and loved by all.

Sunday morning soon came round and we all met for breakfast, then it was time to go to the town square to meet all the other attendees. I could not believe that the organiser (Etienne) really had arranged to have the town square closed off and only accessible if you were driving a Saab. I doubt very much that my town would be so accommodating with such an idea! This was totally endorsed by the town Mayor who also attended and the Police were there to ensure that only Saabs had access. I did hear that a car was parked in the Saab-only area (a Peugeot) and this was towed away by the Police! Bet the owner was none too pleased. As midday came round the gazebo was filled with a shop full of the finest cheese, pâté, sausage and loads of cold meat and yes you guessed it, more beer and wine! 'help yourselves', they shouted, I could not believe that they had put on lunch for everyone as well, then of course the inevitable happened, it was soon time to start thinking about packing our cars for the drive home, but before that, we all assembled to say thanks to the town of Huy, thanks Etienne and a big thanks to the Mayor of Huy for making this event possible.

As a parting nod to Belgium, a favourite car vote was held throughout the day and the winner was declared as Rob Gray from the UK with his 99T – or as it was announced 'neuf neuf turbo Saab from UK', (roughly translates to Saab 99 Turbo), well done Rob and for that matter well done to all who attended from every country. I hope you enjoyed it as much as we did and hope this event is run again in the future. I will be there without a doubt.

The pictures show a small section of the Saabs that were parked in the town Square and also a lovely 99 Turbo, it was in really fine shape and very well looked after. I did not see the owner to get more details, maybe someone will get in touch with Chris Foxley, 99Turbo Registrar, with more details.

Finally...

I hope you have enjoyed this section and please do send me any articles or letters for inclusion, I am always pleased to hear from you. Hope you all had a great New Year and I hope to see you at an event this year.

Ellie



THE CUSTOMER is always right!

I am now on my third Saab, two 9-5 Estates (diesel of course) and now a 9-3 TTID. To some I am a relative newcomer to the marque and I refer specifically to one gentleman, who is on his 27-28th, and like other owners I was concerned when GM decided to dump Saab, but there was a guardian angel on the sidelines, thank goodness. I began to look around at other makes, but to be quite honest I couldn't see one which had the same uniqueness, sound construction and all-round wonderfulness.

My wife and I planned a trip to Scandinavia, having already driven to most of the other 27 European countries through the years and decided to try and get a factory tour at Saab, Trollhättan, Sweden, but of course due to the turmoil over the past months a factory tour was uncertain, still undeterred I e-mailed Saab and was informed that a tour may be on the cards in mid to late June 2010, so we planned to arrive in Trollhättan on the 17 June having been informed a couple of weeks prior that the tour would most probably be on.

Before our trip I spoke with Paul Gaskell (Sales Manager at Bay Horse Saab Garage) and found out that he would be at Trollhättan on the same day as us, how spooky was that?

On 13 June we boarded the Hull to Rotterdam ferry (blooming great way to get in to Europe for us Northerners) and after a couple of stopovers in Hamburg and Copenhagen, we duly arrived at the Saab Museum. I didn't realise that Saab had made so many different models, but clearly remember some of the Rally winners. Anyway a bombshell was dropped on us, the Factory Tour was off because all the dealers were on trips to be introduced to the New 9-5 and a tour was not possible. 'Hang on', I thought, 'I'm 'The Customer, and the customer is always right'.

If there is anything I really hate, it's not getting my own way, that is of course unless 'her who shall be obeyed' says I can't

have it. Undeterred we went to the factory and spoke to a very nice young lady called Elin and told her our 'friends' were on the dealers viewing trip and explained our sob story, 'travelled all the way from Blighty, etc, etc'. She asked us to come back the following morning at 08.40hrs (not a time I'm used to on holiday) but sure enough. we did and as we walked in with Elin, Tim Hird, Paul Gaskell and Peter Duckworth from Bay Horse Saab came over and greeted us. Whether it was because I keep spending money with them or not I can't be sure. We were treated to a trip in a road train in and around the factory, fantastic, they really are put together well and I have been involved with the motor trade since I was 16 some ?? years.

Unfortunately, photographs were not allowed in the factory so you have to take my word for it. The factory was spotless, well organised and what's more, the guys and gals putting the cars together looked happy, what more can you want? The whole trip was great and I went away like a little boy having just been in Santa's grotto.

Following that we continued to Stockholm and continued our tour before returning home on the Rotterdam to Hull ferry.

Incidentally, for anyone who is thinking of travelling around Scandinavia, diesel is about 90p per litre in Sweden and approx £1 in Denmark, but don't buy coffees €12 (about £12) for two cups.



New Kid (BIG BOY) On The Block

I was fortunate enough to have the loan of a new 9-5 from Bay Horse Saab the other day and having seen one at the factory in Trollhättan, Sweden, recently it was great to get to drive one.

I have had two 9-5 Estates and now have a 9-3 TTiD, which I love to bits and if you read my last article on the Bay Horse website www.bayhorsesaab.co.uk – then click 'News', you will know all about my trip.

The new 9-5 is BIG, much bigger than the old 9-5, (which incidentally I still love) and is full of new technology. It is roughly the size of an Audi A6 but far better looking with wrap around rear lights which show red across the boot. The rear reminds me slightly of the new Jag, but with the lights rather than a boring chrome strip. The rear fogs are located cleverly under the centre of the rear bumper.

It comes with front and rear parking sensors, which somewhat surprisingly have an on/off switch so that the driver can switch them off, Why? I can't see the sense in that, why switch off an aid?

The one I was loaned was a Vector 2.0 litre diesel, listed at the bottom of the range, well believe me, bottom of the range is fine by me. It came with electrically adjustable and heated leather front seats, rain sensitive wipers, typtonic selectable

automatic transmission with paddles on the steering wheel, Bluetooth; in fact the only thing it didn't come with was SatNav.

It has a cavernous boot which I could have climbed in easily and I'm 6' 1" and a little overweight. The size of the boot has not compromised the space in the back seats. I usually sit with my seat right back and even if I had in the 9-5, any adult sat in the rear would still have had loads of leg room. As it happened, the front seat adjustment was so great that I had to move it forwards. Of course with the driver's seat being fully adjustable it is suitable for the smallest or largest of drivers.

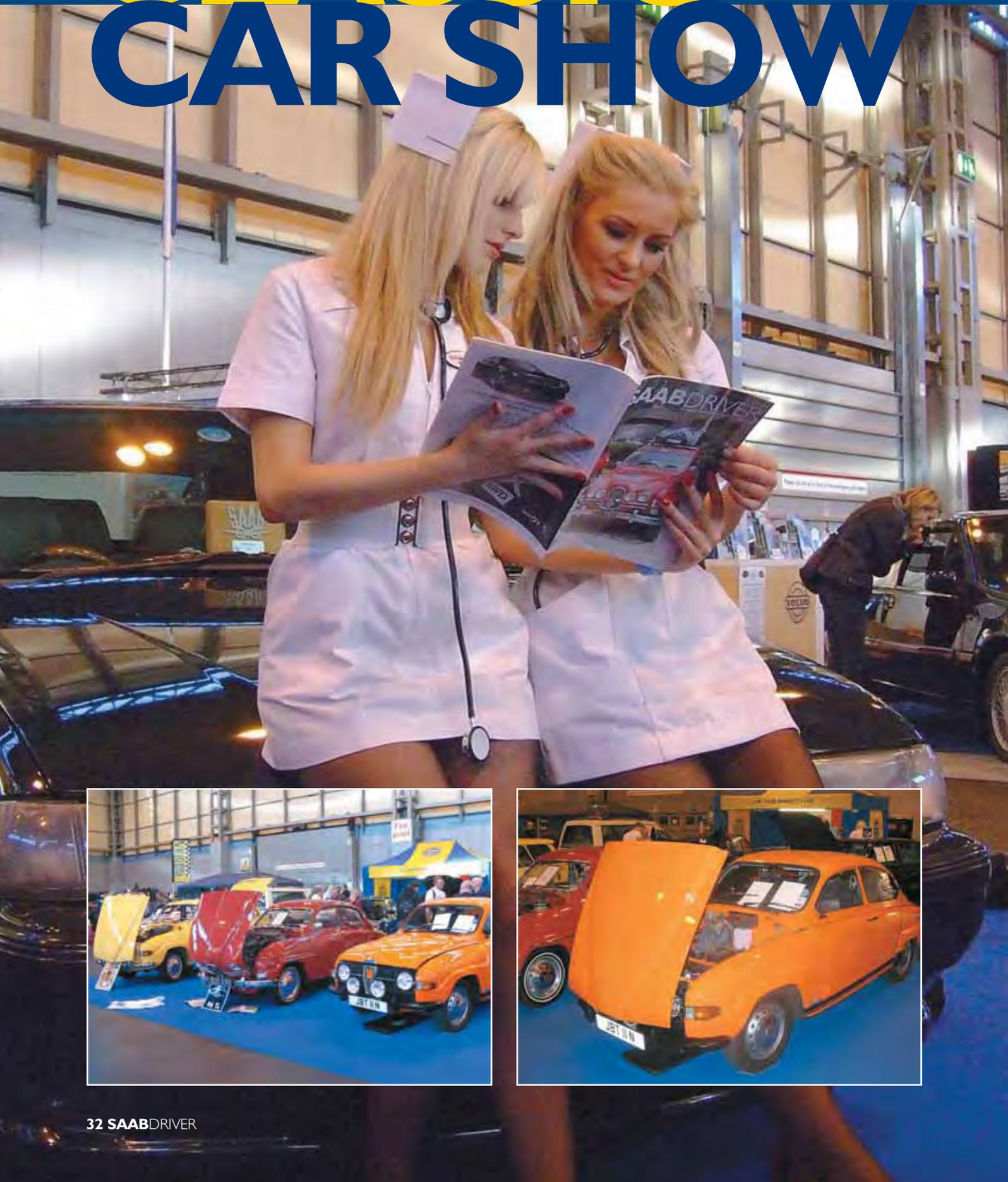
The ride was extremely comfortable and positive with the standard 17" wheels, (options up to 20" wheels) perhaps not as sporty as my 9-3 TTiD, but hey, you don't have a car like that to drive around like a lunatic (not that I do of course). That being said it certainly picked its feet up when gunned.

Sadly, I only bought my 9-3 this year so the purse won't stretch to a new 9-5 this year, but I will certainly have one next time. Give it a try I think you'll be pleasantly surprised, like I was. Have fun and cherish your Saab.

Thanks to all at Bay Horse Saab, but especially Tim, Paul and Peter.

Paul Brooks

THE NEC CLASSIC CAR SHOW





The NEC Classic Car Show was a great success, both for the organising team at the NEC and the Saab Owners Club GB. We had a record number of new Members join, and I hereby would like to send to all a very warm welcome, and hope you stay with us for many years.

The cars on the stand were all looking exceptional and I thank all the team who helped out over this very long and tiring weekend, I know you all enjoyed it and hope that in future years the SOC can rely on you for your help.

The cars on display were: a very nice Two-Stroke Saab owned by Mike Thompson, who had rescued this car, and restored it to the fantastic little car you see today, not forgetting Norma Thompson, who has done a first-class job on the refurbishment on the interior. To be fair it looks as original as you could possibly get, this car is a real credit to you both.

Chris Wilcox brought along his 96V4, it too has been lovingly, and sometimes with the use of a lot of heavy force with hammers, and other heavy objects, brought up to a very nice condition, the colour, however, brought a lot of attention... being Bright Orange. As Members of the public stopped to ask about the car, Chris was always on hand to answer questions and even get some advice from fellow Saab drivers who used to, or still, have one.

Steve Alty kindly brought down his 9000 Aero, from Lancashire, this was a first for me, (having a 9000 on stand). I know we have had them before, but apart from the fact that this model was celebrating 25 years since the first UK registered model, it also shows just how diverse and advanced the Saab car is. Steve's car is one of the best I have seen in years, and I know he spends many hours polishing the car to keep it looking good.

Frazer Bagnell brought a C900 Carlsson. Frazer had been asked if he would display his car when I met him at the Save

Saab Day, that was much earlier in the year, and since then, he has been continually having the car perfected both internally and externally, the engine has had major works done, and is now sporting a 2.1 engine and has been tweaked by Abbott Racing; I have not been on a run in this car, but the engine sounds fantastic. I did tell him that the car did not have to look like a showroom model for the NEC, but he would not settle for less than having the car looking its best.

Finally, a car we all may have seen out and about over the last two years, Chris Boffy kindly displayed his Saab 95V4. This car has got to be one of the most innovative from Saab, in as much as it has seven seats! When you think about other makes such as the Espace, etc, which were launched in the late 1980s, albeit with seven seats, Saab had done this back in the 1960s – now that's what I call forward thinking. This Saab has had a total rebuild, all the work done by Chris, the only thing he did not do was the body spray, lovely car, keep it up.

The weekend would not have been possible without the help of all the team, and it would not have been as enjoyable without you, our Members.

I met a lot of Members new and old, and I guess for those of you who have never met me before, were not put off, see I told you I am a nice guy! I will attend some of the great events the SOC and the local Groups have planned for 2011. If you would like to see more photos from the NEC and other events that have taken place during 2010, please visit the website www.saabclub.co.uk

Ellie



FIVE GO CUCKOO IN A SAAB

Our adventure started on the Monday evening when our Fjord Blue 9-5 arrived, ready to take us to the Saab International in Switzerland.





The planned route was via the tunnel and down the side of France, crossing into and out of Belgium via Luxemburg and entering into Switzerland, from France just north of Neuchâtel.

I had sat in many new 9-5s, but this was the first with the steering wheel on the correct side. This model has no key to start the engine. Instead, a starter button is positioned between the two front seats. A good safety feature on this car is that you need to put your foot on the clutch before the engine will fire.

Francine is the name we gave to the computer for the journey. As we were going to be spending a lot of time in French speaking countries we thought giving it a name was a nice touch. This new 9-5 is so well insulated, you do not realise you have a diesel under the bonnet. The next bit of pulling away was new to me; an electronic hand brake. Francine told me to put my foot on the brake before she would let me drive away.

Tuesday morning we were up with the larks to get the car ready for the great adventure. Two big suitcases, two holdalls, enough shoes for a year, raincoats, cool box, and a box of gifts for our hosts were all piled into the enormous boot space. This was great because it meant the cabin space would be free of clutter which helps a journey of this scale no end. Azzy had her space in the middle, Kerry and I seated in the front. After picking up Clive and Jill we were on the road heading for Folkestone. The gear box is very positive and the gear changes were very precise. Our Saab was running on 17in wheels and followed the road fantastically, we found the new 9-5 was so enjoyable to drive that we felt we had been driving it for months.

Before we knew it we were at the Euro Tunnel and ahead of schedule. Plenty of time to have a cuppa and a cake. We returned to the car park to find a few people were admiring the new Saab, some of them having never seen one in the flesh before. All of them were saying that the new 9-5 looks far better in the flesh, or should I say metal, than in the pictures. This turned out to be a regular occurrence during the next week, one that we would enjoy a lot.

While travelling on the train we set up the sat-nav, which is an option in this model. The instructions were very easy to follow and we plotted our route towards Lille. Once off the train, Francine popped into life again and kept us on the straight and narrow, guiding us through the countries as we headed to the Swiss border. Another new feature on the new

9-5 is a USB port in the centre storage area. This is a plug and play system and sure enough our music came over the sound system when requested. This saves taking dozens of CDs into the car.

The rolling altimeter in the middle of the speedo is a fantastic addition to the new 9-5's dashboard. We loved it, we had it set to kph for most of the journey and this gave us the two readings of speed. I know there are kph digits on most British cars but this was so much easier to see at a glance.

Around 10pm we arrived at our overnight hotel which was only a few miles from the Swiss border. Francine had just told us she was getting thirsty! We had managed to go from Yeovil to the Swiss border on one tank of diesel! How's that for fuel economy?

The next morning arrived with a very sunny start and we headed to the local hypermarket. After giving Francine a drink and getting provisions we were approached by some French locals interested in the strange new car. We did not realise that the new 9-5 would not be launched for another month in France and the people admiring our Saab were happy to see a real one on the roads.

The landscape had turned mountainous as we headed for the Swiss border, the sat-nav was very accurate and even with five up and a boot full of luggage the car was handling very well indeed. The steering was coming into its own, not once did we feel un-safe, it was so positive and tracked the road the way it had been designed to.

At Biaufond, we crossed over a blue bridge and into Switzerland. There waiting for us was Fred, our Swiss friend in his 9-3 Convertible. The next couple of days was spent sight seeing in the Neuchâtel area, including wine tasting and tobogganing and of course showing off the new 9-5.

On the Friday, we travelled across to St Gallen to visit Manfred and the Hirsch development centre. Most of you will know that Hirsch are a tuning company for Saab. We were shown around the buildings and saw many items that Hirsch had been and were working on. We were fed and watered while there and would like to thank Manfred and his team for their fantastic hospitality.

We said our goodbyes and along with Germans, Swedes, Russians and Dutch to name but a few, we headed for Interlaken to join up with the International Saab meeting hosted by the Swiss Saab Club. Crossing Switzerland is no quick drive and eventually we made it to Interlaken. You know



you must be getting there as the road gradient gets steeper and the corners tighter, but that was not a problem for us and we travelled along as if on rails. We did encounter a lot of rain, so a nice feature on this Saab is the automatic rain sensor. I was so impressed with this option that I left it on all the time.

The first thing we did when we arrived in Interlaken was to locate our hostel and have some food before heading to the main event to meet up with the other English people we knew would be there. Quite a few hundred Saabs would be at the show over the weekend and the local dealers had a variety of new 9-5s for the purpose of demonstrations and test drives, ours was the only private (sort of) new 9-5 and we parked amongst the lines of other Saabs in the main show.

Sunday afternoon soon came around and, after seeing our hosts win a prize for their Saab 99, we bid everyone good-bye and drove towards Wilderswil to take a look at the giant waterfalls. It was here that it started to rain and did not really stop for the next 27 hours. Our route out of Switzerland also included the Susten Pass and although we did not get many of the spectacular views that can be seen on a clear day, we certainly knew we were climbing. Our speed averaged around 20 mph as we climbed and climbed, corner after corner, not once feeling out of control inside our sound proofed and water tight Saab.

When we crossed the border into Germany, we had a few kilometres where we could try out the full acceleration and managed to get 130mph on one occasion. This was smooth and steady and remember, we were five up. There was absolutely no wobble on the wheels and we all felt as safe as

houses. Once mission was accomplished it was down to 80mph until the French border and Mulhouse for the night.

Once we checked into our hotel, we asked Francine to find us a petrol station and a restaurant. Again 100%, this system on the continent is first class and if you are driving abroad I would recommend it as an option.

Our final morning in mainland Europe started with rain and it was time to reload our Saab with all the cases and extras we had purchased while away and head north.

Before too long we were in Calais and heading for the tunnel, our time abroad in the New 9-5 was at an end, we were ushered into our carriage and speedily taken to the UK. Even as we headed towards our last hours with our Saab friends, they were wanting to chat about our experiences, to take a seat and to try it out, and talk about the new and improved innovations that had come out of this reborn factory in Trollhättan.

At 10am Tuesday morning our beautiful Saab 9-5 was picked up. I had just finished cleaning her out when the kind gentleman from Saab arrived to take her back to Luton. It had been a great week and a great experience. Before we left Yeovil just over a week previously I cleared the fuel reading memory and when I checked it again, we had averaged 45 mpg and driven just under 2,000 miles.

Our biggest thanks go to David Pugh, who was very kind to arrange all this for us and to give us this great opportunity. But also a thank you to 'Francine' who kept us comfortable and safe at all times and who made the whole journey a truly great experience. Thank you, Francine. I wonder what she is called now!

Robin Morley

Authorised
Map Tun
performance
Dealer

NEO BROS



Saab parts

specialists
www.neobrothers.co.uk

New
Website
Coming
Soon!

Europe's Largest SAAB Specialist has just got
even BIGGER! We have now extended our site
to 30,000 sq feet - a true
SAAB PARTS EMPORIUM!!!

New SAAB Parts

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



Used SAAB Parts

All used SAAB Parts are tested,
cleaned & shelved and offered with
warranty. We stock all components for
all models including Engines,
Gearboxes, Electricals, Panels, Lights,
Interiors, Alloys etc...at competitive
prices in our 30,000 sq foot warehouse.



SAAB Workshop

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



BOOK NOW!!!
Neo Bros Trackday -
Sunday 6th March @ Snetterton
£150.00 OPEN PIT LANE

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

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

Name:

Address:

Post Code: Telephone:

Email:

Model: Reg No:

Chassis No:

Terms and
Conditions Apply.
See website for
details.

01992 719 280

SAAB PARTS



Happy New Year everyone,

I hope you all had a great Christmas and that Santa brought your V4s what they wanted! Lots of V4 stuff to include this time, so I'll crack on.

Mike Doughty clutch adjustment tips

I spoke to Mike a little while back and he passed on this tip from his friend in Norway who is a V4 expert. Apparently this is the way to resolve the traditional V4 clutch adjustment and judder issues caused by some changes to the specification of the clutch, during the production cycle.

- Add 1.2mm washer between flywheel and pressure plate
- Add 2mm washer behind slave cylinder

This should be used even with genuine/Sachs clutch. Mike reports no issues; his clutch adjusts fine now and has no judder either.

I know that dad and I have packed the slave cylinder out before now but this is the first time I'd heard of spacing the pressure plate away from the flywheel, so many thanks for the tip, Mike.

Alan Hobson New Year's spares sale

Alan has been in touch to tell me about a long list of new and used V4 parts he has collected which he will be eBaying in January. If anyone has any particular needs, you can contact him at alanjh@smartemail.co.uk

Alan Lawley's rallying exploits

Alan has kindly sent through some great photographs of his old cars that he showed to me at the AGM, and some information about them. Alan writes:

"Firstly, I was delighted to meet you at last, at the AGM and to meet those Directors and Members that I had not previously met in person, although spoken to them on occasions ie, Dave G, regarding articles for the 'Driver' and was delighted to see one or two of the older Members that I had not seen for donkeys years!

"You asked for copies of some of the pics that I showed you. I only realised when I got home that I did not know for what purpose you wanted them, so I have picked out four as they best illustrate some interesting points.



"All four were taken in period ie, 1960s and 1970s. The two colour pics show me driving the Team Saab, East Anglia Two-Stroke rally car which was very rapid in its day and at 850cc was usually the smallest engined car in the event. The pics show that Saabs really can fly – after one 'yump' from take off to landing, we recorded 72 feet! On this particular event, there were 152 starters – we finished first in class and 28th overall and despite being the smallest engined car, on one particularly rough and twisty stage we were 7th overall quickest.

"The two black and white pics show me in my own 96V4 which by this time had a 1531cc engine and was virtually a works replica and was fairly rapid. The pic with the front rearing up was as a result of being badly delayed by getting two (yes two) punctures on the previous stage and only carrying one spare wheel. In order to catch up some time, I was really pressing on and this was taken at the bottom of a long downward slope and by the time we reached the bottom we were well on 'the red line'. Unfortunately, as we were now down among the mid-fielders, what started off as a small pot hole had grown to a huge hole due to so many cars passing through it with the result that hitting it at well over 100 miles per hour, the car was thrown up in the air to such an extent that I thought it was going to do a backwards somersault. However, it appeared to continue on its way with no apparent ill effects and following the event it was put up on a ramp and thoroughly checked and the only damage was two flattened front spring seats! A full four point alignment check showed everything was 'square' and all was well. Following that, wedge shaped steel packers were tack-welded under the new spring seats – problem solved. This clearly shows how strong these 1968 onwards body shells were.

"The second picture shows how to take a 90 left using freewheel without reducing speed. Approach corner, at last minute steady speed with left foot braking and balance the entry, momentarily lift off and change down, right foot hard down and simultaneously turn steering wheel to the left and a quick pull on the hand brake and straight off again as this will slide the back of the car round. If you have got it all together you will exit the corner pointing in the right direction at maximum revs and speed and save precious fractions of a second on every corner. (For those who have never driven with the freewheel in use, one does not need to use the clutch to change gear). It was this car that got me a works drive in a Zaporajetz on the Acropolis Rally – a World Championship Event! (Zaporajetz are the Russian company that bought up the production of Fiat 124s

which were a relatively good rally car but spoiled it by calling them Lada on the UK market).

"I was delighted to see the piece by Richard Vigouroux-Henday in the latest 'Driver', as back in those halcyon days of Rallying in the 1960s and 1970s I knew Richard very well and he and I must have been two of the earliest privateer Saab Rallyists in the country. I would certainly like to make contact with him again as it must be 35 years or so since I last saw him."

Alan has an unused 1969 96 fuse box that he sourced from the Competition Department in Trollhättan many years ago. It is supposed to be 'better' and more reliable than the standard items. It would appear on inspection that the quality of the contacts is much improved. If anyone would like to bid for this, Alan has offered to donate all proceeds to Cancer Research. E-mail me your bid by the end of January please, details of the winner will be published in the March/April edition of 'Driver'.

Thanks for the great pics and info, Alan.

Malbrad new parts

A quick update following the article in my last column. For those of you who do not know Malbrad, they are based in Huddersfield, West Yorkshire. Tel: 01484 544556. When I last saw Steve Broadhead at the RAC Rally in Pickering, he confirmed that he will be placing an advert relating to the new parts in 'Driver', which is in this issue, page 50.

Those of you who were trying to contact me for Steve's number, please be patient if I don't get straight back to you. I travel a lot and therefore won't always be around to respond to answerphone messages straight away. A quick Google search was all that was needed.

Talking of the RAC Rally, I was delighted to get the opportunity to support the Saab Historic Rally team on the event at the end of November, just as the heavy snow hit this part of North Yorkshire. I will have a more thorough write up next time.

Cheers!

AI

New Registrations

Name	Location	Car	Registration
Chris Wilcox	Solihull	96V4	JBT 11N
Peter Alexander	Fleet	96V4	FGL 184F

Chris Wilcox's car is the well known Bright Orange 'Tango Edition' that many of you will have seen at the last couple of Nationals and other events. The car was fully restored by Chris, and is the subject of a step-by-step photographic rebuild over on UKSaabs in the Projects section. Chris has made a few modifications to improve the car to suit his taste, including a Jetex exhaust, Weber carb, CD player, adjustable front shocks, gas rear shocks, front spot lamps, fog light, S&R steering wheel, 900 front and rear seats, boot lights and Land Rover interior lights. He has also fitted the early round headlight grille and painted it black to make a striking contrast with the Bright Orange bodywork. As you will see in the pictures of Alan Lawley's old rally car, this was not a completely original idea!

Chris has lots of history for the car, including the original sales invoice from what used to be Brecks of York (my local dealer). It moved from Acomb in York (where my first house was) to Helsby, in Cheshire, not far from where I grew up, and then to Whixall in Shropshire, again not far from my old stomping ground. Dad and I spent many soggy Saturdays at Furber's scrap yard in Whixall when I was a lad. So it's fair to say this car and I have some sort of weird association.

Peter Alexander's car is a very early V4, first registered in March 1968. It has only had one previous lady owner. I would love to get some more information and photos of the car please, Peter.



ANY COLOUR AS LONG AS IT'S SILVER

On a November evening visit to the Bluewater shopping centre for some early Christmas shopping, we happened upon a Saab display with three of the latest models: a 9-3 Convertible, 9-3 Estate and the new 9-5, all in the now ubiquitous Silver. I can remember (just!) when Silver was rare and reserved for special editions like the EMS.

First impression of the 9-5 was that it looked better in the flesh than in the pictures I'd seen, with eye-catching flowing styling around the C pillars. Asked by the sales assistant if she could help us, I replied that we were interested to see the latest models as we generally drove classic Saabs. She couldn't have looked blander. Clearly having no interest in or knowledge of your product is no longer a barrier to a job in sales, but then if that's good enough for Lord Sugar's apprentice.

Back to the cars – one of my requirements when looking at a car these days is to be able to fit a cello in the boot, an odd requirement you may think but not a problem with a 99 or 90. You couldn't do this with any of the current range, even the handsome new 9-5. Most ridiculous of all is the Convertible, which needs the boot half

empty if you want to fold down the roof – visions of wife's luggage being compressed by smoking hood motors. There used to be a time when form followed function. Oh well... back to the trusty 90 (which can fit one cello in the boot and another on the back seat).

Winter Preparation

As I write this in mid-November the weather has already turned frosty, and by the time you read this we may be knee-deep in snow, so don't forget the summer/winter lever in the engine bay, which gives the option of warm air through all vents including the 'cold' air vents in the dash.

If you use your 99/90 every day, as I guess many of us still do, it is easy to get casual about checking for potential corrosion because the cars have such a robust bodyshell. However, there are a few areas well worth checking and protecting against the winter salt. One area easy to miss is the boxed-in engine bay floor under where the drive shafts and steering arms pass through the inner wings. You usually find a build up of mud and gravel which needs periodically cleaning out and treating with cavity wax. It's also worth checking



underneath, particularly where the floor joins the inner wings. Underseal can eventually peel away from the seams leaving edges exposed. In the rear inner arches the shock absorber mountings – another ledge where mud can build up – are also worth cleaning, as are the arches around the mud flap mountings. On the subject of arches, the wheel arch trims can create a rust trap so some cavity wax around these can help keep the water out. Wurth do a good cavity wax in an aerosol which is easy to use and flows well.

Fortunately water leaks, and therefore rust, inside the car is rare but it is worth checking the boot floor tool/spare wheel compartments behind the rear arches. Heon Stevenson wrote recently with a detailed solution to problems with rear light connections on the 90, pointing out that the problem often starts with water getting in between the tail light lenses and the car body,

and running down into the boot. He found an extra set of gaskets and some sealant cured the leak.

If you'd like a copy of Heon's notes and diagram on curing the 90 rear light problems let me know. He also asks if anyone has tried sealing around the edges of the windscreen to stop it going milky with de-lamination.

Parts still available

I recently had to change the water pump which had started leaking, and the brake master cylinder which had started losing pressure intermittently on my 90. It was a pleasant surprise to find that both were still available from my local motor factors (ABMs in Plumstead), as well as the usual service parts – filters, brake pads etc. On the subject of brakes, brake fluid should really be changed every couple of years, another thing which is easily forgotten as cars get older.

I'm currently hopefully sorting a source for a replacement heated rear window element. These have become faulty on all the Saabs I've had so it's not an uncommon problem. I hope to have the custom-made kit fitted to the 90 by the next issue and will let you know how it works out.

In closing, a couple of pictures from my archives of Dad's 99 in which I passed my driving test in 1984, and where for me it all began. Hello to Jason Isaacs.



Stuart



STAINLESS STEEL EXHAUSTS



CLUB SCHEME

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

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

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

Members' prices includes VAT and delivery UK Mainland.

Quotations supplied for deliveries elsewhere.

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

Orders should be made directly to Guaranteed Exhaust Systems Ltd. Tel: 01884 821237 Fax: 01884 820631

e-mail: sales@gsexhausts.co.uk quoting: Name, Address, Telephone Number, Membership Number and relevant vehicle details including Registration Number. Immediate payment to Guaranteed Exhaust Systems Ltd either by acceptable credit card, cheque or cash. (Website: www.gsexhausts.co.uk) Think stainless... with a lifetime guarantee and benefit as so many have already – Order in good time – Avoid disappointment when your present exhaust fails. This scheme is offered without any liability or recourse to the Club or its Officials.

Some of the systems currently available are:

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

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

900C REGISTER



Hello and welcome to the C900 Register with a new Registrar at the helm (or should that be 'in the pilot's seat?'). Anyway, my name is Alex and I have a passion for the C900. Some of you may already know me through the Club and the many activities of my local Group, SouthwestSaab.

The first thing that I have to say is a big thank you to Graeme for all his excellent hard work and interesting articles for the column during his custodianship; I hope I will be able to keep up his high standard!

As I am new to the job, I obviously have no news or articles from you the Members to include in my first foray into journalism, so I



thought I would raise the age-old debate about eight or sixteen valve. What do you prefer?

As most if not all C900 owners know, this has always been a hot topic during the years that the model had been in production with all early cars being eight valve. The sixteen valve, being introduced in 1984, ran alongside the eight valve until its demise in 1989 giving way to the sixteen valve, this was the only engine choice available until production ended in 1993.

The sporting Members of the Club prefer the sixteen valve as it is easier to tune and achieve BHP figures that are unable to be reached with the eight valve engine, and the fact that the sixteen valve has a slightly better mpg figure on paper. However, there are owners, myself included, who own a C900 purely for the design and individual styling that makes the model stand out from the crowd and are not really bothered about what lies below the clamshell bonnet as it is the car, not the engine, that ticks all their boxes!

I happen to own eight and sixteen valve versions and enjoy the drive no matter which one I am driving and let's not forget that the first Saab had no valves at all, and who wouldn't want one of those in their dream garage?

On an altogether different subject, I had the pleasure of helping out on the Owners Club stand at the NEC in November and was very pleased at the interest shown for the C900. I spoke to a couple of really nice potential new owners who would be new to the Saab brand which really brightened my day, as they were very complimentary regarding the design of the car and its quirky nature, making it so different from all the other 'modern classics' and that this was their main reason for considering ownership.

I do hope they decide to join us in owning and appreciating the charm that is the C900!

I am sure you, the Members, must have an interesting tale to tell us of your travels in your C900 or the length of time you have owned and the miles you have covered that you could share with us along with a photo or two (please let me know if you would like the number blanked out) as I know other owners are keen to read of your experiences and you never know, you may find a 'new Saab friend' living near you; surely that's what the SOC is all about!

Until the next issue, take care and remember, 'wherever you go may your Saab go with you'.

Alex Rankin

New Registrations

J613TSF, a Cirrus White 900S LPT, first registered 9 August 1991 – just turned 53,000 miles. The chassis number is YS3AD35S4M5010519 and engine B202S3M03M037672.

I bought the car, then with 47,000 miles, from a chap in the Scottish Borders in August 2007. The car came with the name Saabastian which has kind of stuck.

The previous owner used the car very little – essentially as a second car in case of emergencies. He'd bought the car from a local Saab specialist dealer the year before – Brysaab I think they were called. The car had originally belonged to a chap in Edinburgh who had it religiously looked after by Western Edinburgh. The service book had gone missing over the years but I do have the workshop history print out for the car from Western which makes interesting reading.

Since buying the car, I spent the first winter underneath scraping, cleaning and rustproofing. I've replaced most of the running gear, brakes, hoses and perishables. The biggest issue we had with the car turned out to be the springs. The car came with replacement springs, one of the originals having cracked and failed an MOT. Not sure as to the origin of the new springs but the car sat quite high. I didn't think much of it until we changed the tyres as the previous set were perishing rather than wearing out. Suddenly the car's handling was dreadful. After replacing tyres again, shocks, bushes and anything we could think of, we left the car with Roseisle in East Lothian. Having compared the car with that of his own 900, Randal diagnosed the replacement springs and set about setting the car up with a complete set of Abbot Racing springs along with Koni shock absorbers. Not a cheap exercise but it was like night and day – so much better. The car sat better with even gap around the wheel arches, fractionally down at the nose. More importantly, it didn't twitch on the move. One happy bunny.

Since then, it's been a case of little bits and pieces of plastic trim, tidy up and respray of the doors and general servicing. I've added the chrome grille and the rear spoiler which both set the car off very well. Everything works and the headlining is perfect (I reckon the car has been garaged all of its life). Other than that, I firmly believe in keeping it as original as possible (springs aside). The oily bits are looked after by St Clair Motors in Kirkcaldy, a father and son team who offer no nonsense servicing, while I look after the shiny bits.

You'll have gathered that my annual mileage is pretty low at less than 1,000 miles per year – and I intend keeping it that way. That said, in 2008 we took the car on a tour of north Holland – what great roads! Got a few compliments on the car from Dutch Saab enthusiasts on the way. In 2009 did a round trip of the west coast of Scotland and the Isle of Arran. This year we've been on long weekends to Arisaig and Glenlivet.

It's off the road for the winter (although it does get a wheech round the block when it's dry and salt free) during which time there will probably be a bit of fettling in the engine bay.

We're planning another, longer, tour of Holland in 2012, pennies permitting. Meantime, I'm hoping to attend a couple of Club events in 2011 – providing they're not too far away!

Iain Clement

APL Marquis Street Kirkham PR4 2HY
SAAB Sales, Service & Parts
Tel 01772 685588 www.APLSAAB.co.uk
Independent SAAB Specialists

SAAB INDEPENDENT SPECIALIST
• NEW AND USED PARTS AVAILABLE
• SERVICE AND REPAIR FACILITIES
• USED SAABS AT COMPETITIVE PRICES
• MAIL ORDER SERVICE
VOLSAA ENGINEERING
Tel: (01332) 291320 Fax: (01332) 380698
2-4 Fox Street, Derby DE1 2BW
www.volsaaengineering.co.uk



Winter is Arriving and the Heated Seats Work

At the heading of this meandering should be a photograph of the Carlsson that I have, some say, foolishly bought. I say 'should be' because the rain might stop to let me clean the Black Beast. It might be possible to read the registration number A3 BGH, this is a personalised number and is up for sale. So if anyone would like to donate £500 towards a stainless exhaust for the Carlsson then the cherished number is theirs! The original number was H939 CMU. The water leak mentioned last time was not the radiator but a heater hose, £55 cured the leak. I suppose that I should have bought a silicone version but, as stated previously, a new gearbox oil cooler is to be fitted which entails interfering with the coolant radiator so I will replace all hoses with silicone then. The Carlsson is having difficulties with its driver, teaching him how to use the auto box to get the best performance. Also setting the manual ventilation system after six years of ACC. An interesting fact is that the external temperature is in degrees Fahrenheit. I cannot have imperial mpg and degrees centigrade.

In previous articles I have said that I am investigating the possibility of re-silvering the plastic reflectors, well I now have a result. The Saabscene forum on the Internet has come up with an answer considerably cheaper than fellow member Dave Everett's total replacement solution. The cost is between £50 and £100 per reflector. The company carrying out this work is Dual Metallising Ltd. Their e-mail address is www.dual-metallising.co.uk – I have not contacted them yet. I have had made a tool for compressing the tensioner that puts

pressure on the drive belt that drives the ancillaries on the transverse engines, those of you who are familiar with trying to remove/replace this belt will know what I am talking about. I have a couple of these spare so anyone who wants to pay £14 for one please get in touch with me.

Just before the AGM, Rachel Hillier the East Anglia Group disorganiser, contacted Dave Everett and me about an old Saab that was going to be scrapped, so off we drove to Suffolk's Belchamp St Paul to see what was available. It turned out that the car was situated behind a garage that had been shut down 10 or so years previously. The owner of the business had retired but kept the premises to engage his passion for restoring WWII vehicles. Like all restorers he had collected all sorts of vehicular bits and pieces 'just in case'. It turned out that there were two Saabs in the field and we could not see one because of the brambles etc - let alone two. After much blood (real) and sweat we un-brambled a Blue 96 and could see a Red 96. Both bodies were well rotted but all the window glass was there as was the stainless hub caps and door mirrors, we could not open the bonnets so do not know what condition the engine/gearboxes are in. At the AGM I asked Alistair Philpott if he was interested but he came out with the common reply 'love to have them, but have not got the space'.

Alistair's reply set me thinking, as some of you are aware I have a passion for Moto Guzzi motor cycles and the Moto Guzzi club has a person who makes a living out of breaking Moto Guzzis and selling on serviceable parts on a world-wide scale. If I were well off and twenty years younger I would very much like to buy a parcel of land

with a warehouse on it to recycle old Saabs. Trouble is that cars have big body bits that are difficult to store, biggest bit on a motor cycle is the frame, and that is small enough to fit in the back of a 9000CSE! The other thought that passed through my mind was an engine transplant for a 96, the piece by Richard Vigouroux-Hendy in Alistair Philpott's V4 register helped in this thought. Dumped in a garage near home is a pretty little V4 Lancia Fulvia, those of you who have, like me, seen many summers will know that, like the two-stroke Saabs, the Fulvia did not look like a World Rally Car. It did, however, win the World Rally Championship two or three times. Like the Saab the Fulvia was small, it had two doors, a V4 engine (albeit narrow angle) and it was front-wheel drive. The one parked locally is fitted with a rather nice twin choke Weber. Now that fitted into a 96 would make a fabulous car! Oooo! If only I could win the Euro jackpot.

John, of our local Saab dealer Cox of Ipswich, informed me that Cox had a 9-3 Carlsson in. This has a V6 engine, four-wheel drive with an auto box. Sitting a 1991 Carlsson next to the 9-3 Carlsson made the '91 model look like a boy racer. The boot lid of the 9000 has Carlsson written in script on the 9-3 it is written in Roman, don't look so good. The interior of the later model looks no different to the standard, mine has a nice looking small steering wheel with Erik's signature on it. Although the body kit on the 1991 model does make it look like a boy racer I think the 9000 looks as if it is doing 100mph while standing still! Apparently the handling of the 9-3 is superb, but we prefer the older car.

I have a couple of registrations this edition, the first is actually a change of vehicle. Allen Barker of Glossop has informed me that he has changed his 9000 Aero auto (R640 KPR) for another Aero (P431YCK). The latter is a manual so Allen will have more money in his pocket as a result. The second registration is a new one. Unfortunately the writing on the form is not very good so the only bits that I can decipher is that the owner lives at Church Farm, South Barrow, Yeovil, Somerset and the reg no is (I think) K2 JY. So if the gentleman can recognise the above details will he please get in touch with me.

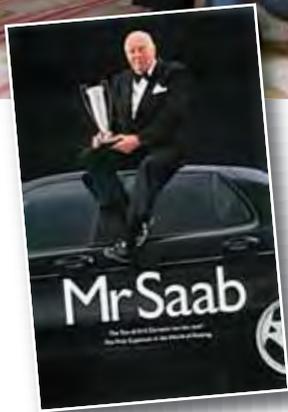
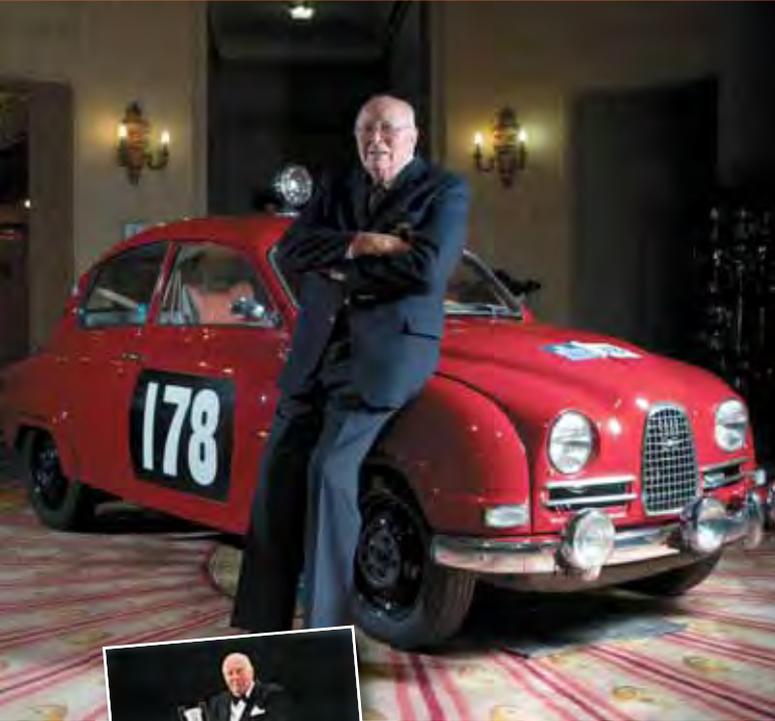
Enjoy your Saab.

John Crook

GM900 9-3 REGISTER

All correspondence to:
IAN POWELL

Bladen House, 9 Damers Road, Dorchester DT1 2JX
Tel: 07787 523213 E-mail: ianpowell2006@hotmail.co.uk



Mr Saab Book

Mr Saab is the tale of legendary rally star Erik Carlsson on the roof. It also depicts his importance as the greatest PR man in the history of Saab.

The book is full of excitement and is a fascinating piece of automobile history told by Erik Carlsson himself and the people who were with him during his great success story. Mr Saab contains

hundreds of historic and unique photographs of the world's first rally star! ISBN: 9171250603

Limited Edition Genuine Saab book!

The 'Saab Welcome' book provides an interesting overview of Saab, the brand values behind the Saab marque and the history of this innovative Swedish automaker. Divided into three sections:

- Scandinavia
- Air Born
- Innovative

Scandinavia - an area renowned for its natural beauty, high-quality design and precision engineering. So it's no surprise that Saab continues this tradition of excellence.

Air Born - Saab began as an aircraft manufacturer and that heritage continues to inspire. Saab's philosophy of building the car around the driver resulted in cockpit-like interiors, turbo-powered engines and sporty handling.

Innovative - As one of the world's smaller car companies Saab is free to challenge convention. Some innovations, such as harnessing the turbo for use in series production, were revolutionary. Others, including heated seats and vanishing cupholders, just make motoring more pleasurable.

Lots of pictures and attractive graphics make for an easy-to-read, compelling and aesthetically pleasing publication of the high quality that one expects from Saab. Measuring 248x245mm, this interesting Saab book features 168 pages crammed with interesting information and stunning photography!

These are both available from Elkparts. A great place for any parts or accessories you may need or want. If you like wearing the Saab logo with pride they also do a range of Men's, Women's and children's clothing too. Have a look at their website - www.elkparts.co.uk

Early next year, I will have some '9-3 Register' car window stickers available. The design is still yet to be finalised, but is looking good so far. Depending on interest, there may even be a small range of clothing featuring both the Saab Owners Club and the 9-3 Register logos. 2011 will see the Register shift up a gear (or two) to bring a lot more to the register than just reading about it in the magazine. Family days out, navigational rallies or just photo shoots plus a regular get-together somewhere in Dorset.

Articles will also start to appear on the website, along with photos from other Members of the register and maybe a competition or two. So keep an eye open on the website and also in the 'Driver'.

Ian

All at SOC would like to congratulate Ian and Jenny, they announced that they are engaged and to be married in late 2011.





WINTER WEATHER WAKES YOU UP!

Hello again Saab Owners, I'm back. I gave way last issue to allow Richard's article to be included, as it was written before I came aboard. I hope that you all had a great Christmas break and have now settled well into the New Year.

We are just over half way through the autumn/winter seasons and as a Convertible driver I love this time of year. In many ways I prefer a winter drive to a summer one. I love the cold, brisk mornings and sharp, crisp air. Drives to work at this time of year are invigorating and I arrive a little more than just awake. Can you get drunk on air? Apparently, according to my colleagues, you can!

We did the Santa drive again at Christmas, which as previous years was great fun. There are those drivers who go along with it, laugh and shout out their approval and then there are those who just hurry past, never looking, pretending not to have noticed. Are

those the unfortunate souls who received a lump of coal in their stockings this Christmas? Could be!

Anyway, I would like to thank all of you who have written to me over the last few months, sharing your thoughts and stories. I received a very nice letter from Barry Neville, who amongst other things posed this question, 'What is your most used piece of auxiliary switchgear?' He went on to say that his was the air recirculation button. I found this interesting because I don't think that in the four years of owning my 9-3, I have ever touched that button. What am I missing? I had to consult the manual to find out what it did and concluded that when my roof is folded down, it would probably be of limited use to me. The auxiliary piece of equipment that I use the most would be the cruise control trim switch. If anyone out there has an alternative piece of switchgear that they use most frequently,



I would be interested to hear.

Thank you Barry for the question. I will add your other contributions next issue. Apparently, the air recirculation switch is very useful for keeping bad smells and petrol fumes from entering the car, it also aids rapid cooling in hot weather. I didn't know that. Sadly however, it's not very good at getting rid of smells that are generated from within the car, which is why my youngest no longer travels with me!

Another letter that I have received was from William Cooper, who has a tale of woe. He owns a 9-3 Sport Saloon. Despite his misfortunes; he shares his story with us, for our benefit and amusement.

"While in France recently, on our relaxing driving/cycling holiday, I managed to lose the key to 'Saabie', my first key loss in a total of 48 years' driving – 38 with Saabs. Barbara and I had been cycling for eight days so I had no idea when or where it could have escaped. Yes, I did have the spare set but they were in a suitcase in the boot! I didn't know then what I know now; you cannot get into the boot by any means whatsoever other than by breaking a window and then tunnelling through the ski-hatch. The European AA delegated garage tried everything: Easing the door to get it open (it was deadlocked so no solution there); opening the bonnet with a cunning device through the 'eased' door and fiddling with the fuses/electronics (they did manage to stop the horn alarm sounding after a while by locating the appropriate fuse but the local residents had to put up with two hours of alarm noises), this in spite of them talking to Saab France and me calling Saab in the UK – my garage, not the HQ team. Once it was agreed to break in it took a few minutes to find the spare key and all was well apart from a bit of cleaning up. We drove the final 1000 miles of our holiday with plastic sheeting in the window.

"Since getting home a new key, ski hatch and window glass has cost in the order of £300, which I cannot complain about. When all is said and done it is reassuring that our Saab is a secure beast. The lesson learnt is that you should keep the spare set somewhere available with you when you travel and not locked in the car."

A lesson for us all then but it is good to know that our cars security is of a very high standard. Many thanks William for your contribution.

Since the claim in my first article about my fuel consumption figures, I have had many e-mails requesting information about how to achieve better economy. So many in fact, that I have decided to put a few tips in this article, so here goes:

There are many factors that influence fuel consumption. The main factors are:

1. The type of roads you use
2. The level of traffic you face
3. The length of your journey
4. Your driving style

Obviously, if you use main roads and dual carriageways you will be able to achieve a better return than if you travel country, urban and B roads. However, to achieve 35+mpg from Saab's petrol engines, you will need to avoid hard acceleration and exceeding 70mph.

Below is a guide to how I can achieve between 36-42mpg (it's currently 38.5. The most I have ever achieved was 43.2mpg over 1,500 miles, but that was during the school summer holidays when there was a lot less general traffic about. I was able to enjoy a gentle

drive to and from work everyday at speeds of between 55-60mph).

Firstly, I always accelerate gently. It's OK to have some fun with the car now and then, but for the norm, when commuting, I drive gently.

The big tip is to keep the car at a constant speed for as long as possible. Harsh braking, gear changing and hard acceleration will have a huge, adverse impact on your fuel. Leave a big gap between you and the car ahead and maintain this gap. Keep good observation of what the traffic is doing in front of you at maximum distance, mid-distance, and close distance. Use this information to keep your car travelling at a constant speed for as long as possible, by applying a feathered throttle – called 'acceleration sense'. I often use the trim switch on the cruise control to achieve this. Try it over a tank of fuel and see how you get on.

Remember, careful driving on open roads will see your average go up, driving in town or heavy traffic will see it go down. If you limit the impact of when your average is likely to fall, make the most of situations where you can increase your average, you will achieve good results.

Below are a few more tips that if followed will combine, to give you better consumption.

- Planning ahead as you drive not only makes you more aware of hazards, it also helps you to drive smoothly and economically.
- Use acceleration sense. Do you go straight from the accelerator to the brake? Save fuel by planning ahead and gently letting the deceleration of the overrun bring you to a halt. There's no point in rushing up to a queue, then braking hard to a halt.
- Block gear changing uses your engine's power most efficiently and saves fuel.
- Obey speed limits. Driving smoothly at the speed limit will use up to 25% less fuel.
- In a traffic jam, let the car in front open up a gap then try to keep moving smoothly at all times, rather than stop/starting.
- Keep your cruising speed constant. Use cruise control when possible.
- If you use your gears to slow your car, (I used to) then try to avoid this. Use your brakes or acceleration sense to slow the car and only change to the correct gear once you are travelling at the correct speed for the hazard or speed limit. Big gains in fuel economy can be made here. Remember, it's brakes to slow and gears to go!
- Although drivers of diesel engines will not be so concerned about fuel consumption, they can still benefit from these tips, being able to achieve 50-55mpg. Finally and most importantly, never put economy before safety.

In 2005, I joined the Institute of Advanced Motorists in an attempt to become a safer, more aware driver and gain greater satisfaction from my driving. However, attaining better fuel consumption was an unexpected bonus.

If the above is something that you feel would be of interest, then I strongly recommend you take a look at the IAM. It's something that sits well with the Saab ethos and as traffic continues to build on our roads, safer drivers can only be a good thing for all of us.

9-3SS REGISTER



I was lucky enough recently to be given, by Cambridge Saab, a new 9-5 Aero for the weekend (thanks guys) and I have to say that I really enjoyed the experience. The car looked very Saab-like to me and I felt right at home behind the wheel. I was not sure that I liked the new instruments at first, but by the end of the weekend I loved them, especially the head-up display. This was my first driving experience with the 2.8 V6 engine and XWD. The 300bhp engine sounds wonderful and pulls extremely well but coupled with the automatic gearbox and with the sheer size and weight of the car, it didn't feel any faster than my 2.0T once on the move. Pull away from a roundabout however, and the XWD chassis provides the sort of traction that my car can only dream of. I have to say that at first I loved this full power launch capability but then I decided that for the norm, it was pretty pointless and went back to adopting my usual driving style. My wife and I took our children to Chessington that weekend. The drive is a 160-mile round trip and during that time we both found the car to be extremely comfortable and quiet. We encountered two traffic jams and a diversion during the journey but none of these were a

chore, such as the comfort and ease of the driving. Ultimately, I was very impressed with the car and if I was in a market for a 9-5, would have had no argument putting down the money for one. If this is the direction that Saab is going in the future then put me down for a new 9-3 in 2012.

Incidentally, although I had to use virtually every fuel-saving technique that I have at my disposal, I did manage to achieve 36mpg from the 2.8 V6 engine over nearly 200 miles. I was very pleased with that. Thanks Luke.

I will be attending the Swedish Day on 8 May 2011. Last year, there was only a

handful of 9-3ss that graced the day. I would like to see a larger turn out this year. So, if you are free and it's not too far for you to travel, then please join me at the Haynes Motor Museum, Sparkford, near Yeovil. I will try to organise a 9-3ss area for us – www.swedishday.co.uk – for more details. It would be great to meet and chat to those of you who can make it.

Finally, a quick point on reliability. I have had a few questions from new and potentially new owners about the reliability of Saab engines. Well, I was informed recently by Cambridge Saab, that they have a customer who has just had a 415,000-mile service on their 2004 9-3ss. It is fitted with the 2.2 122bhp Diesel engine. I think that answers the question quite nicely.

That's it for the now. I have more stories, articles and photos to post but not enough space this time. So, don't fret if you have not seen your input this issue, it will most likely appear in the next.

Thanks again to all those who have sent in material, keep it coming. All the best, Happy Saabing and drive safe.

Simon

New Registrations

Name	Location	Membership No.	Registration	Details
Brian J Sullivan	Bexhill on Sea	020825D-9	RE06SOH	Vector 1.8t Convertible. Grey paint, cream interior. 31,000 miles. Chassis YS3FF75F966104631. Year 2006. Hirsch engine upgrade
Colin Chapman	Carnoustie	020840D-10	VK07A0H	Aero 2.8T Saloon. Silver paint, grey interior. 29,200 miles. Chassis YS3FH46U871118573. Year 2007. Parking Sensors. Saab 18" alloys.
Simon Parker	Huntingdon	019859-5	S90 SCP	Aero 2.0T Convertible Cerulean 20th anniversary special edition. Blue paint, blue and cream interior. 53,000 miles. Chassis YS3FH75Y366106192. Year 2006. Hirsch engine upgrade. Hirsch exhaust upgrade. Hirsch suspension upgrade. SAAB 18" alloys. Full Hirsch interior upgrade. One owner from new, me!
Eric Culbert	Leven	020821-9	C1 ECC	Aero 2.0T Convertible. Fusion blue paint. Year 2006. Chassis YS3FH75Y866002569. 41,917 miles. Hirsch engine upgrade/252bhp. Hirsch exhaust upgrade. Hirsch suspension upgrade. Hirsch 19" alloys. Maptun brake upgrade. JR performance air filter.



I Like The Comfort

Alan Shore writes:

"Oh dear, the picture on page 48 of this month's 'Driver' (Nov/Dec 2010) showing the V6 engine reminded me of our beloved Griffin which died nearly a year ago now. Richard Elliott's technical tip earlier in the same edition probably included our car. Totally without warning the jockey pulley on the drive belt collapsed, allowing the belt to shred and go where it wanted. In this case it was into the timing cover and wreck the timing belt. The result was that the valves went down and the pistons came up and wrecked the engine beyond reasonable costs of repair. So it can happen and has! Personally I think it was poor engine design to build in a system that would allow that scenario, but I guess I can understand why, in the pursuit of increased power. It was a superb car though and we miss a lot of the features it had as standard and the engine was ultra smooth.

"We part exchanged it with Richard for a 2.3 litre Turbo Automatic 9-5 Estate. This has proved to be an excellent replacement; I had forgotten how practical estates are with a flat floor to sit on when changing shoes, etc!

"It is thirsty though. The 3 litre Automatic V6 gave an average of 24-25mpg over the year(s), the 2.3 struggles to achieve 23. A long motorway run will see 35 or 36mpg, but as soon as a built-up area is met it drops rapidly.

"Overall we like the 9-5s, they are comfortable and spacious with a fair turn of speed if needed, although to be honest, now in my mid 70s I appreciate the comfort more!"

Re LPG Conversions

Keith Warburton writes:

"I had my 9000 converted to LPG about 10 years ago and was delighted (did a write-up in 'Driver' at the time). I've since converted a 9-5 Griffin V6 and my current car, a MY 2008 9-5 Aero Estate. All very happily and in the three cars have probably done the best part of 100,000 miles.

"But I must be missing a trick! You said that having your car

converted to LPG dropped the road tax by £10. I wondered how you manage to do that. I was under the impression that we were rated according to the official figures for that model, and that no heed was taken of conversion done subsequently. To whom should one prove that one's car has been converted to LPG and thus able to get a reduction?

"Since my car is an automatic HOT 2.3 and I am therefore in the top-most road tax bracket, I would dearly love it to be officially recognised that mine actually pollutes a lot less than cars of half the power!"

As regards Keith's comment re the road tax, I do not have the name and address of the person who made the claim, I would however suggest that this would have to be done through the DVLA, who will re-register vehicles that have been converted in any way, as long as they meet their tight criteria.

Wheel Sizes Question?

Tom Mulcahy writes:

"Up to two months ago I was a C900 driver (registered with Graham Lambert) but ran into some major engine trouble (cracked two pistons) and ended up buying a 2001 9-5 V6 Griffin. The car is superb and really has all the gizmos! The one thing that lets it down a little are the 15" wheels. I'd like to upgrade to 16"/17" rims but the garage where I bought the car wasn't in favour as he said that it would affect the ride quality. What do you think?"

Any advice that we can give Tom would be greatly appreciated.

A Sad Note to End With

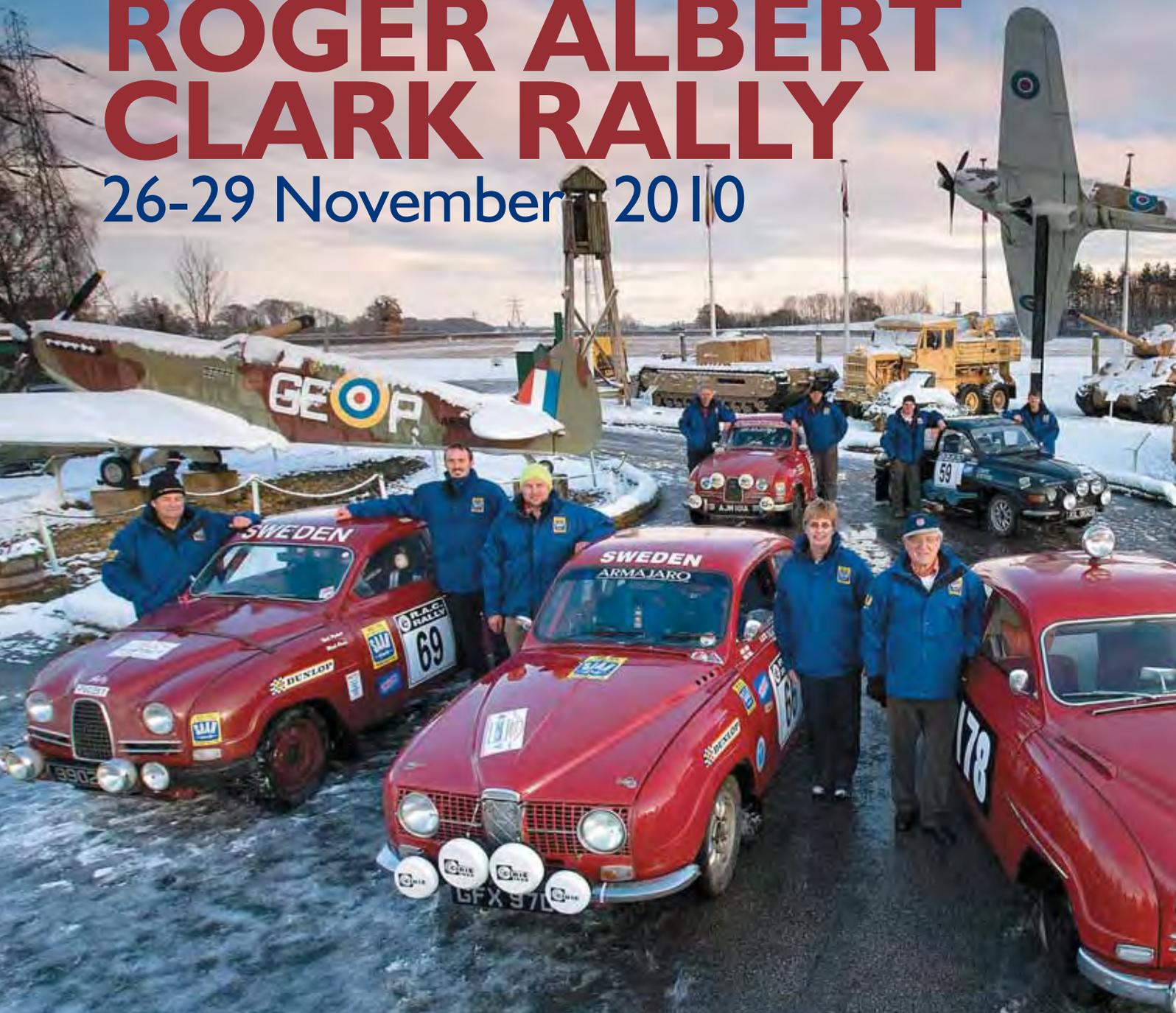
Tim, Julian and I have been dealing with this register ever since the 9-5 came into existence. Through various reasons we have come to a decision that it is time for us to hang up our computer keyboards, pens and pass this over to someone new. We have all enjoyed writing these articles and know that what we have written has been greatly appreciated.

Thanks for all your support in the past.

Trevor Bayes

ROGER ALBERT CLARK RALLY

26-29 November 2010



Richard Simpson/Debby Myers Saab 96 V4



Jim Valentine/Andy Harris Saab 96 Sport



Nick Pinkett/Mark Casey searching for traction on sheet ice



SAAB HISTORIC RALLY TEAM ON THE RAC

- 5 Saabs entered
- 1000 miles
- 22 Stages
- -17C lowest temperature
- 12 inches the deepest snow on a stage
- 64 entrants in the main rally event
- 43 finishers
- 9 hours' sleep in four days
- 18 vehicles in team

READ HOW THE CREWS GOT ON.

Nick Pinkett/Mark Casey Saab 96 Two Stroke – 1963 Second Historic, Winners Class B1

They holed a piston on Saturday evening. The spare engine was fitted in the dark, in one hour thirty-seven minutes at the roadside without a hoist or power tools, to rejoin the rally. Nick's result is particularly impressive as his car had no limited slip differential, which makes driving in snow virtually impossible, a heroic effort.

Nick Pinkett (Driver) "A pretty intense four days to say the least, last minute panic meant an engine change and replacement cylinder head.

What a weekend, my lowest point was Saturday 11.30pm at the racecourse gathering the troops for an engine change, high point 4.30am sleeping in van, thankful to be still in the rally. The conditions on the stages with snow and ice meant a very cautious approach to driving. An off into a snow bank caused the engine to overheat. On the long road section to Carlisle a piston developed a rather large hole, another engine change, and this time remember to remove the ice from all intakes. After all that we started Sunday and had a glorious day in Scotland.

Many thanks must go to Jim and Andy for going off on the last stage resulting in a maximum stage time for them. A picture that sticks in my mind: the rear of Jim's Saab stuck in a ditch,



Magic McCombie/Craig Wallace Saab 900



Colin Hope/Nick Patrick Saab 96 V4



Special edition 9-3 Carlsson, only 96 made



Erik and Stuart at Eden Camp forum, still an amazing double act even driving a desk



Eric, Stuart and the Saab Museum Car, flown over from Sweden for the event

Jim stood at the side of the stage saluting as we passed."

Mark Casey (Navigator) "Having watched many RAC rallies, being part of the event and also being able to celebrate 50 years of Saab, with such friendly company, in a superb team, with great people was fantastic. We could call for help from anyone within the team and if they could assist, they would."

Glyn Casey (Chase Crew) "All the team worked together to achieve a result. Support from the catering staff made a lot of difference, never has a rally been so well provided for, with even 'barbies' in the snow at Heathhall to complement the superb meals in the Scania truck in the evenings. Waiter service by Chris Darwin brought a smile to everyone's face."

Jim Valentine/Andy Harris Saab Sport – 1962 Third Historic, Second Class B1

Fast on some of the stages, punctures, ignition and fuelling problems in the extreme conditions hampered their rally, the car only running properly on the fourth day. Despite the problems they finished second in Class B1, but ended a run of three previous class wins.

Jim Valentine (Driver) "Inevitably my involvement in the overall team logistics hampered the preparation of our own car. Some niggling but small faults meant the car didn't run properly until the last day of the event, trying too hard then put us in a ditch. We plan to be unbeatable in class B1 next year, can't wait."

Andy Harris (Navigator) "We had an inkling what might be to come, when the guest house booked for Friday night phoned to say they were snowed in. For me, the continual ice and snow didn't make that much difference on the road sections, apart from having to keep an eye out for sheet ice. Changes to the schedule also meant that planned routes and rendezvous for management cars were not always applicable which led to one or two... let's say misunderstandings.

On stage, the inevitably slower pace made map reading easier, although in some places the track was virtually indistinguishable from the verges – apart from the occasional, menacing, snow-covered hump. The conditions changed the whole nature of the rally, for me it brought back memories of rallies in the 1960s/1970s when it seemed rally cars were in their element, ploughing through ice and snow."

Colin Hope/Nick Patrick Saab V4 – 1973 Fourth in Class C3, 31st Overall

Their result doesn't tell the whole story. Starting 59th overall, they made up 28 positions despite having problems with the head gasket and cooling from Saturday night. On Stages 12 and 13, in the Forest of Ae, Scotland, they set fast times in the top 30. Some drive on a surface you couldn't walk on. It's hard to believe that his team finished building the car on the Friday of the event, and this was the first time Colin had driven a Saab in anger.

Nick Patrick (Navigator) "In February I was sat at Manchester Airport reading Motoring News. There was Jim Valentine's article about wanting to get a team of Saabs together to celebrate the 50th anniversary of Saab's first win on the original RAC. An idea that couldn't be ignored. Colin Hope's (driver) first car was a Saab 96, and also he was coming up to his 50th birthday. I committed us, the only minor problem being that we didn't have a car.

"Jim did know of a 96 V4 for sale, already partly converted for rallying and allegedly needing 'three good days' work in the garage to get it ready for stage rallying. In April we bought the car, but finally finished the day before the start of the Rally with 120 miles driven to the rolling road and back on the Wednesday to set up the carbs!

"Poor little Saab struggled on Oliver's Mount, and Langdale Forest was also difficult due to the deep snow. We spun and almost rolled on the first run trying to avoid hitting a photographer, who didn't seem to appreciate that standing on the stage to take our picture was not a good idea.

"On Sunday, with less snow on the ground, we were able to see what the Saab could do in Ae. The stage was the longest in the rally at 14.2 miles, a brilliant one to read off the map, we had enormous fun driving it. There are some fast straights in there (95mph all wheels off the ground on one yump). The marshals at the stop control couldn't get over the size of the grins on our faces.

"Coming into service the temperature gauge went really high. A failing head gasket was high on the list of likely problems but topping up the oil seemed to cure it. By the end of the day we had topped up with over a gallon. The last two stages of the rally were probably the slowest and most worrying Colin and I have ever done. The Saab was losing a lot of oil, the stage was polished ice, we had come so far, we just had to finish. Thankfully at a maximum speed of 35mph we managed to slide around both stages, even catching a Porsche 911 at one point. Something I don't think the Saab will ever manage again in normal conditions! We must particularly thank Neil Roper and Paul Darlington for their help in preparing the car."

Richard Simpson/Debby Myers Saab V4 – 1968 Retired Stage 21

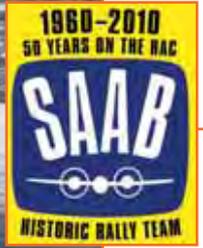
Richard was challenging for the lead of the Historic category from day one of the event. The other leaders retired or fell behind, Richard started stage 21 with a ten-minute lead over his nearest rival. On Monday morning a win in the Historics seemed within the team's grasp, all Richard had to do was complete the last two stages at half speed to secure the position. The team put their efforts into supporting him trying to plan for various possible scenarios, with limited servicing opportunities between the last two stages the B1 competitors would double up as 'on stage' service vehicles to try and ensure Richard the win. Nick took on spares, Jim carried an extra spare wheel for Richard's car. Cruelly Richard's car lost the clutch on the start of Stage 21, that victory slipped away.



Saab 96 V4 at the finish service



Richard Simpson/Debby Myers Saab 96 V4



Richard Simpson (Driver) "We lined up at the start of the event, seeded second on the road behind Bob Bean's Lotus Cortina. Bob, one of Yorkshire's top rally drivers in his youth, has been rallying continuously for over 50 years and shows no sign of slowing down.

"All the stages were covered in snow and just getting up Dalby Forest drive to the second stage was difficult. On the second run through Dalby a stall on the approach to a corner caught me out and we hit a bank and rolled. The spectators soon had us on our wheels. I remembered Erik's words at the start, 'Keep it on the road' at no point did he say which way up!

"During that night Nick Pinkett nearly hit us on a road section, but managed to blind me in the right eye with a stone as I was pushing him out of the field he had swerved into. 'God works in mysterious ways' as they say. Later, at a Stage start, half a pine tree fell on Nick's Two-Stroke, and virtually buried the car. Nick was seen removing branches and snow from the bonnet as we offered helpful comments to cheer him up.

"By day two we were leading the pre-1968 class, with Bob second and a Belgian Mini third. Langdale stage was the making of us, very deep in snow, we set off third behind Bob's Cortina and the Mini. By the end of the Stage we had passed the Mini and caught Bob over the flying finish. The second run through was better still, the rest of the field had run through and we could get more grip, taking minutes off the following cars. The Saab's ground clearance and great traction making the difference.

"Sunday started with Ae 1 and as we drove out to the stage nearly all the snow cleared. We changed to Kumho R800 gravel tyres. We managed to beat both Bob and the Mini by 30 seconds. I was happy, I expected Bob to come back at us now the grip was normal. The next stage was very icy and I decided with a good lead to drive at 60%. This caused a lack of concentration, I hooked the car into a ditch on the hairpin. We managed to get a pull out by a 4x4, but we lost time with a Stage maximum.

"On the last night the car would not start and we had to push it over the departure control to get a time then push it back into service. Thanks to the frantic efforts of the crew we got going but had to push hard to catch up the time on the road section. Monday, all we had to do was drive round at half speed and we would win. We had a near 10-minute lead over the Mini. The car fired up great but with a minute to go, stopped! Everyone worked like mad, we got the engine running and made the time control with two minutes to spare. The engine was not running well and with the long run out to the final two stages, and a steep hill up to the Stage start, the clutch release bearing went. We had no clutch operation and an engine running on about two cylinders. The marshals pushed us and we jammed it into first gear, we got to the Stage start, but the engine stopped, that was that. All we needed to do was get through that stage and take a five-minute penalty, miss the next stage and we would have won. It was disappointing because everyone had worked so hard, right to the edge of sanity. I wanted to win for Erik on his 50th and for my dad. We can take heart though, nobody thought we could match Bob Bean and his more powerful Lotus Cortina, and we had certainly managed to do that."

Magic/Craig Wallace, Saab 900 - 1986 Retired Stage 17

Magic's rally ended when they holed the gearbox casing on Stage 17. Poor Magic, two weeks before the rally the car was a shell, despite holding down his day job, he managed to completely build the car back up and get it on the start line for the event (the team pretty much took the last spanner off the car as it went into the noise test for scrutineering on Friday). His late entry meant he started last in the rally, the weather conditions dealt him the cruellest blow. As the last car on the competitive stages, any car in the rally that went off or blocked the Stage would hold him up. He was baulked on the first six Stages, to add insult to injury since the Stages are so narrow, having unstuck the car in front it would take off, so despite rescuing it, he would have to be stuck behind it for the rest of the Stage. Where he could find some 'clean air' the former works car was quick on the Stages, sadly a gearbox failure late on brought what must have been a frustrating event to a close.

Craig Wallace (navigator) "This was a great opportunity, the result would not be our primary concern, being part of a team to celebrate 50 years since a Saab won the RAC and to take part in a great endurance stage rally event attracted me to it the most. Also in a quirk of fate I found myself co-driving in a car that was on a poster that had been on my bedroom wall as a young boy. Never having co-driven for 'Magic', or in a left-hand drive car, or on a four day stage rally, this would be a new experience.

"Pre-start publicity with Saab rally legend Erik Carlsson and Stuart Turner was a great way to start four days of rallying. The only thing missing was snow. Within a short period of time the snow came and made this tough rally even tougher.

"Our entry was quite late so we were running last on the road. Ordinarily this wouldn't be an issue, but as the heavy snow continued to fall, and time schedules inevitably slipped, days became even longer than intended by the organisers.

"Being flagged off by Erik Carlsson himself at the start was an honour and we were third quickest in the Open event on stage one but it was well after midnight when we reached Friday's final control.

"Leg 2 saw even more snow, traction was a big issue for the Saab 900 on Olivers Mount. Required to run on standard brake callipers by the regulations meant the narrowest wheel size possible was still too wide for ice tyres. We used snow tyres but these were a real disadvantage in these conditions. We were scheduled to finish Leg 2 around 21:30hours, but at that time we were still waiting to do the Shepherdshield Stage. We made it, many didn't, and we made it to our accommodation by 04.00hrs.

"Leg 3, how could the alarm ring so soon? Our start still felt like the middle of the night. There was less deep snow and ice in these stages so the snow tyres worked well, our pace increased. All was going well, then the Achilles heel of the Saab 900 rally car, the gearbox casing cracked and all drive was lost. Rally over at around 16.00hrs. We did 17 out of the 21 stages that actually ran, three days of rallying, a great experience. It was disappointing at the time but what an event to be a part of. Anyone need a co-driver for next year? I need to be there."

CONGRATULATIONS RECEIVED FROM ROUND THE WORLD

Fantastic ...and what a great picture!
Ellie Wilson

Thanks to all for organising such a good event as the team launch at Eden Camp, it was such an added bonus having Erik and Stuart there. Many congratulations to all the crews and teams for doing so well in such difficult conditions. We were at Pickering and the conditions in service and on the Stage looked dire and I'm guessing things became much harder as the event went on and the conditions worsened. Congratulations again to all.

Tom Shrubbs

...the appearance of the three Bright Red Saabs together with the all too rare appearance of Lotus Cortina, Mini and Lancia Fulvia rushing through the forests, blanketed in snow, with lights ablaze, brought back the true essence of this magic event, as if some rally Tardis had taken us back to the halcyon days when the RAC was the best rally in the world. Congratulations to all involved.

Dave Lucas (BHRC Co-ordinator and Team Supporter)

There you go – and thanks for the work in organising the team. My best story was coming across Car 69 on the back of a breakdown truck in Wetherby Services. He was on his way to Carlisle to change the engine but he was retrieving his tool roll from the boot to correct the lighting on the truck so it was legal to proceed!

Paul Crossley

Congratulations on finishing the event, it must have been an epic! Also congratulations for organising a great event at Eden Camp, the Erik and Stuart show was superb and a great opportunity to meet up with a few old friends.

Richard Burdon

Well done to all the team. We were at Eden Camp and Oliver's Mount, proud of you all.

Steve and Frances Trigg

Well done you!

Richard and Pat Eggar

After John Sparks (Chase Car Driver Car 68) and I had battled through the snowy side roads, dug our way out of a passing place and passed through a road closure sign, we were just congratulating ourselves on our fine effort in getting to the section between the final two Stages in Kershope, when we were met by the local rubbish bin lorry ploughing through the snow happily doing his day's work, as if nothing were amiss. Feet firmly back on the ground!

John Parker (Chase Car Navigator Car 68)

Congratulations to all the team. I am just sorry my resources did not allow me to be with you. Once again a very big well done.

Chris Nutt

Fantastic result mate. Looks like the weather was fun ...lol. There are some pics of you on Facebook – friends of Roger Albert Clark Rally. Wish I had been there. All the Best from Sunny +30°C Melbourne.

Steve White from Australia

It was a pleasure to be part of the 're-fuelling team'. We had various challenges to overcome and, apart from the sometimes warm drinks instead of piping hot, I think the operation seemed fairly smooth by the users of it, who got what they needed, when they needed it. Well done for finishing and for pulling the whole operation together. Everyone seemed to enjoy themselves – just such a pity Richard didn't make the finishing line but that's motorsport all over. Again, well done.

Chris and Heather Darwin (Support Team)

This is an incredible image. (Erik and the cars at Eden Camp). I love what you guys are doing here. Wish I could be in one of those cars with you!

Dan De Vlieger from the USA

A quick e-mail to say thanks for organising the team entry. Great idea. A big thanks to the catering team. Their efforts were much appreciated. Thanks to all the competitors, service crews, etc. A good time with convivial company. Thanks to yourself and your management team for making it all happen. One small snippet just now as I am pretending to work from home: "Many years ago when Craig was but a small boy, he was given a poster of a 900 Rally car in 'flight'. It was on his bedroom wall for years. It has only just dawned on me that he has just co-driven in that very car."

Colin Wallace (Chase Car – Car 66)

I know you couldn't see the funny side at the time, but it was amusing to watch – as you (Jim in Car 68 struggling to reach the Stage start with a badly slipping clutch and failing ignition) repeatedly left yourself a gap to climb the slope to the Stage start, only for it to be filled by a (selfish) crew from behind thinking, "Oh bloody hell, we don't want to go into the Stage behind that". Strangely, I think I took the better option – helping both you and me. By letting you go ahead, you got your turn and I got a four-minute gap with a correspondingly reduced chance of there being an Escort jammed across the Stage. A win/win really. Great to see you got round well.

Steve Smith (British Historic Rally Champion and competitor in an Escort).

Congratulations to you and the team on completing an epic event. I certainly enjoyed the first two days, only sorry I wasn't able to do more and be around on the last two. Please pass on my sympathy to Richard, I know only too well what it's like to lose an award so close to the finish. But to do so after four days and after putting up such a good performance must be even worse. Thanks also for organising the Eden Camp meeting with Erik and Stuart; they were excellent and couldn't do enough to please everybody. Well done all round!

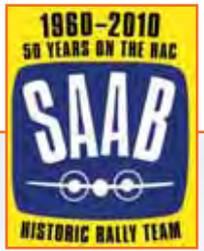
Geoff Calvert

Congratulations to everyone for your performance. Hope to see you next time with mine!

Patrice Wattinne from France

Congratulations to all of you for tackling this adventure! I think making it to the finish is a great victory under these circumstances. I followed the event on the Internet and already found some videos on 'Youtube'. Unbelievable! I assume that you were not allowed to run on spike-tyres? (no!)

Erik Streda from Germany



End of the event, big grins all round for the teams that finished





NEO BROTHERS

From the Beginning

Neo Brothers was formed in 1990, when two young enterprising brothers got together and mapped out their future. Since that time a lot has changed, not only in Neo Brothers but also in the Saab community as a whole. GM bought out Saab, GM sold Saab, different models and engines from different sources, Trionic Engine Management systems etc. We caught up with Nick and Andy Neo and spent some time getting them to talk us through their relationship with Saab, and how Neo's has changed over the years to incorporate a market place in flux, and what their plans are going forward. Here is what they had to say.

Firstly gentlemen, how did Neo Brothers start?

Nick: "My love of cars dates back, like most of the readers here no doubt, to working on projects with my dad. I started restoring cars at around 14 years old, and at the time, Beetles were the cars to have. At age 17 I decided that this is what I loved and wanted to do, so I went to college and studied Motor Vehicle Mechanics and Business Studies. I funded this with a Beetle restoration business, and that is really where I started from. Completing the courses part-time, I graduated at 23 years old and rented my first premises, a small lock-up in London, where I specialised in body work, servicing and as a tyre retailer. I was working full-time, Andy was still at college (a mere 17 years old) just starting his qualifications in the Motor industry, and when he was not at college, he was in the garage working alongside me part-time. This was the start of Neo Brothers. Two lads, mad on cars, in a lock-up in London."

Andy: "It was about 12 months later that things started to take off for us. We started taking business in from local small car dealers, fix this up, repair that, etc, ready for resale. We were rapidly running out of space at the lock-up so rented bigger premises to cope, and due to the level of business, we took on our first member of staff. Nick

was buying in some salvage cars to restore or break in our quieter periods, and this is when we first came into Saab ownership."

Nick: "I decided I wanted something with a bit of comfort and a bit of power, I was getting sick of the Beetles by then so I bought a Saab 9000CDE. It was fully loaded, very tidy on the bodywork, but need mechanicals. I could not source the parts needed at a reasonable price, so I bought a second 9000 that had been in a rear-end shunt to take the parts off. We stripped the rest of the donor car and sold the parts on, and made a profit (at the time Saab parts were notoriously expensive, so selling them on proved easy). Both Andy and I realised that this was our future, so the business model for Neo Brothers was born."

Andy: "Business really began to take off then. There was a huge demand for Saab parts. I was now full-time at the garage, and I took over the management of the workshop, leaving Nick free to concentrate on buying the cars in. We were taking about two cars a week in to recycle, in addition to the servicing and other general workshop activity. After four years of this we decided to buy our first premises, we had 1500sq feet of workshop and a further 1500sq feet of mezzanine. We started taking on additional staff, and within



Neo Brothers Team 2000

56 SAABDRIVER



Race Car MK II



9000 Lim

two years had expanded further, buying our neighbour's premises."

Nick: "In 1999 the real shift happened for us. We decided that the business was growing at a sufficient rate to allow us to invest in a significantly larger building, so we set out looking. It was not long before we found the premises that we currently have, 6000sq foot of workshop/car storage area, and a further 5000sq feet of parts storage. Because of the work we were doing, and how we were doing it, we applied for and were awarded a full waste management licence by the Government. We believe we were the first Saab Specialist in the country to be awarded this. We had nine members of staff, plus Andy and myself. But the business did not stop growing there. By 2005, were recycling 300+ cars per year, and we applied for and were successful in gaining full ELV (End of Life Vehicle handling) status for Neo Brothers. We expanded the workshop further by buying the building next to us, this gave us 15,000sq feet of workshop and a massive 18,000sq feet of storage. This brought us to where Neo Brothers is today in terms of the size of the operation."

Andy: "In 2007 we expanded the staff further, to include our two nephews, Demos and Nicholas. It was about this time that we started talking to MapTun, as we had already started playing with Saabs to make them faster, and our love of track driving had been officially born. MapTun is a natural partner to Neo Brothers, only selling top quality products that would appeal to and enhance the Saab customers and their cars. We tend to only deal in Saab original equipment as this has been well designed for its specific application. How many cars out there can take 300BHP on a stock engine? Not many, I can tell you from experience!"

Nick: "We are now recycling over 1000 cars per year, have just been appointed the UK Distribution and Marketing Hub for MapTun and Neuton Tyres. We have also taken on ScanTech in the same role for the UK, and we are looking to the future to see how we can improve our service and pricing to our customers. It is no idle boast when we say we are more competitive on Saab parts than any other supplier in the market place today. We perform market analysis every month to ensure that we maintain this position."

You mention the track cars there, but we see from the website that you have been producing special Saabs for some time now. What cars have you produced, and which are your favourites?

Nick: "At first it was sort of necessity, then it became fun. Our first two projects were for the business. We needed a pick-up and a van, so we modified two Classic 900s to fulfil these roles. Then we decided to do a T16 conversion on a 99Turbo. We had seen them in the press, and wanted one of our own, so we made one."

Andy: "Then came the love affair with making limos. We did two of them back to back. The first was a C900 in white, we started that in '94, then we decided to do another, and made one out of a 9000. That ended up being an eight-door limo, it was huge but great fun!"

Nick: "After that we went back to business, making a GM900 into a recovery pick-up. Once we had that, we decided it was time to take to the track and in 2001 we created 'Pez', a 2.0T NG900 for the track. This was further modified in 2002 to become 4-wheel drive, and in 2003 we added a second engine in the back! Great for a quarter of a mile, but handled like a pig on the track!"

Andy: "Then we started on probably our most famous car, the 9-3 Harlequin (so named as it had different coloured panels). This started life in 2005 as a modified 2.0T, we then competed with this car in 2006 in the Euro Enduro, which we won (MapTun stage III, this is where the relationship with MapTun started for us), and we raised over £8000 for charity on this event, and in 2007 it was modified up to full MapTun Stage VI preparation. This was then run in the Mod Ball rally of the same year, again raising over £4500 for charity."

Nick: "We then decided to modify a 9-3 Sport as no one was running one at the time. So in 2008 the 9-3 Sport Race Car was created, a MapTun stage V Aero, with suspension and brake modifications."

Andy: "The 9-3 Sport was Nick's baby, I wanted something different, so I started work on the Grinnall project, or the 'Angry Wasp' as it has become known. This is a Grinnall sport car with a 9000 Aero engine in the back, pushing out over 400BHP. The car is under 800kgs with the driver in it, so power to weight ratio is incredible, and with the engine being mid-mounted, the handling is superb."

Nick: "Yeah, I think Andy created that as he was sick of me being faster than he was! In 2009 we took the 9-3 Sport Race car to stage VII, but made sure it was 100% reliable at that. To date we have never had any issues with it, other than having to replace the clutch."

So, what's on the cards right now?

Nick: "A few ideas floating around at the moment, but nothing concrete yet. You will have to wait and see."

So, what do the next couple of years hold for Neo Brothers?

Nick: "Busy times. We have now been appointed the UK Distribution Managers for the UK for MapTun and Neuton tyres, so that is a massive focus for us right now. MapTun has the brand recognition, but does not have the path to market that it deserves. In the short term we have corrected that, and alongside the existing dealers we have appointed four more Saab Specialists. Neuton tyres were unheard of, but since December 2009 we have shipped over 24,000 units. They are being very well received, not only in the Saab community, but also the Japanese tuners and drift teams have adopted them as well. We are now actually sponsoring a couple of the more high profile UK drift teams."

Andy: "Also we are closely focusing on our core business. We have just invested in new computer systems and a brand new website (due to be launched early 2011), so now the customers can see what we stock, both new and recycled, and order straight from the website, or phone us up and place the order directly over the phone. We are continuing to grow our core business, this is what Neo Brothers was based on and will always be our first priority. Having said that, we are looking forward to next year when we can get the track day organised again. The event we held in 2009 at Cadwell Park was a great success as well as Mallory Park 2010. Watch this space for 2011, bigger and better track day than before!"

If you want to know any more about Neo Brothers, or the services they offer, please visit their website at: www.neobrothers.co.uk Alternatively, just phone them up for a chat about your requirements: 01992 719280.

They will only be too happy to help.





SAAB NUTS GO MAD IN YORKSHIRE

A small group of seven hardy Leeds based Saab nuts decided to have an October run in their Classic 900s. Organised by Ian Brown, Classic Saab mechanic extraordinaire of Yeadon parish, we assembled in Morrison's car park at what felt like to me, the crack of dawn on a bright and cold Sunday morning. We lined up the four Cabs and two three doors, got the hoods down and sunroofs open, took some photos and admired our trusty steeds. There was a bit of banter about the state of mine which was not as gleaming as the others, but I had been up to Newcastle in it the day before; no excuse though as Anthony Owens, one of the other lads, having turned up in a dirty cab went off to get his cleaned and he'd been up partying the night before until 3.00am!

Soon it was time for the off and the sound of six growling Saabs making their way through the towns and villages of West Yorkshire towards the Vale of York was wonderful. One of the three doors had a straight-through exhaust pipe fitted instead of the middle box and made an even more wonderful noise than normal, which Ivor Simpson emphasised by slowing down and then accelerating as he went past closed-in parts of the road. Awesome.

It was frankly, bloody cold despite heaters on full blast, but who cares? You could tell the sun was going to burn off the mist

and bring us a perfect day. Soon the Vale of York turned into the North York Moors where we had a 'comfort' stop and a chance to line the cars up again and have some Saab talk. Then it was off to Whitby and down to the seaside at Sandsend. The sun was well and truly out by now and we repaired to the Sandsend Cafe, right by the beach for coffee and bacon and egg butties. Life doesn't get much better than this. It felt like we were in a tropical paradise, and we had the best cars.

We then had a drive along this terrific coast and Anthony Theakston and Ian Brown, our resident photographers, took some great pictures and video. Then it was back into Whitby for a stroll around and a pint in a pub looking over the harbour. All life was out in Whitby on what felt like a summer's day. There were a few other marques around, including E-Types and MGBs, but the Saabs were the best; class, style, reliability, speed and comfort in a daily driver. What more could a motorist want?

A couple of us had to shoot off mid-afternoon while the rest of the lads were then heading off to Scarborough to promenade their Saabs on the front before the return home. It was a great day helped by the weather but made by the cars and the company. I just hope we do it again. And I promise to wash mine next time!

Paul Greene

CLUBSHOP

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

I thought I should introduce myself as soon as possible after the changeover of the Club Shop management, so here we go, but first I would like to thank Molly and Robert for all their hard work over the past few years, so thank you both for all the time and effort you have put into the Shop.

My name is Sharon Foxley and I'm married to the Club's 99Turbo Registrar – Chris, we have two grown up children, one of which is a Saab owner and the other wants to be.

I have run my small company Motormugs since 1999, and attended many Club events with my wares.

With the new team set up to run the Shop we intend in the future to introduce many new items for our Members, including a range of Children's and Teenage Wear. As all the clothing will be manufactured on placement of your order, please allow up to 14 days for these to arrive.

Can we please ask for your patience during this changeover period, and would like to point out at present some of the items are not currently available from the shop although shown on the website. The team is looking into how to update the site which hopefully will be in the near future.

All that remains to do is hope you all had a Merry Christmas and wish you all a Prosperous and Happy New Year.

Sharon



£2.50

Car Shaped Lapel Badges

95 (blue, green, red, orange) Code: 120
96 V4 (green, red, orange, white) Code: 130
99 (blue, red, white, black) Code: 140
900 (white, green, red, silver) Code: 150

£1.00

Tax Disc Holder

Code: 22



£2.50

Lapel Badges

SOC Code: 101
Saab Scania enamel Code: 102

UNDER NEW MANAGEMENT
Sharon Foxley
 SOC CLUB SHOP c/o Motormugs
 Tyn-y-Celyn, Derwin, Corwen, Denbighshire, LL21 9SF
 Tel: 01824 750 639
 E-mail: shop@saabclub.co.uk



£38.50

Saab Car Mats

Code: 12

£5.00

SOC Mug

Code: 42



From £7.00

Safety Vest

Code: 875-877



£17.00

Saab Polo Shirt

Sizes: s-m-l-xl
Code: 500



£14.50

Baseball Caps

Code: Black 791
Navy 792



£4.00

Car Sticker

Code: 24



£12.00

Saab Silk Tie

NEW Design
Code: 684



£2.50

Saab Pens

Blue/Gold Pen
Code: 53



£3.00

Key Fobs

Saab plain black enamel on chrome, black leather
Code: 206

SOC
Code: 201



£18.00

Saab Polo Sweatshirt

Sizes: s-m-l-xl
Code: 700

CHEQUES PAYABLE TO S A Foxley

Purchase online by secure catalogue at www.saabclub.co.uk

PRODUCT OFFER

SPEEDING.CO.UK
KEEPING YOU IN THE FAST LANE



SWEDISH ICE SCRAPER®

Every Swedish Ice Scraper® is laser-cut from a solid plate of 5mm mat finished acrylic glass. The scraping edges are then sharpened by diamond polishing for effective use on icy windshields.

The generous thickness, the sharp edges and the plough shaped blade contribute to an efficient scraping power and gives easy access to narrow corners on designed car windows.

Ergonomic design, with a central hole offering a quick finger grip. You can use both sides for scraping; the plough shaped upper side is perfect for frost or easy ice, while the straight side at the bottom is recommended to be used – if necessary with both hands – on firm ice.

You can also remove snow and ice from the windshield wipers by carefully pulling the specially designed slot over the rubber blades.

This model is equipped with a tailor made hand holder in temperature isolating Neoprene material offering a more comfortable grip and also keeping your hand warmer while scraping.



• Measures approx 15cm Tall x 11cm Wide

The Swedish Ice Scraper® is developed and tested under cold conditions for more than five winter seasons in the Alps and the north of Sweden.

For more information visit www.speeding.co.uk

We have three Swedish Ice Scrapers® to give away to three lucky readers. To enter, simply answer the question below and post, e-mail or fax back – please see the details below:

Where was the Swedish Ice Scraper tested? _____

Name: _____ SOC Membership No: _____

Address _____

Postcode: _____ Tel _____

Please post, e-mail or fax entries to: Anne Szpindor • Mypec, The Old Pottery, Fulneck Leeds, LS28 8NT.

Fax no: 0113 255 6887 e-mail: annes@mypec.co.uk

Entries close 1st February 2011. The winners will be the first correct entry drawn at random.

INDEX OF ADVERTISERS

Abbott Racing 20	Malbrad 4	Reg Morris Garages 63
APL Saab..... 43	MapTun 64	Saab Style 19
B & D Specialist Cars 63	Mark Arnold 63	Saabtec 63
Bourne Motors 63	Motorvation 63	Stainless Steel 41
Braydon Motor Co 9	Neo Bros 37	Turners Hill Garage 7
Central Saab Specialist..... 17	Orpington Saab..... 4	Valley Automotives7
Chris Hamley 63	Partsforsaabs.com 7	Volsaa Engineering..... 43
Chris Knott 2	Peter Best Insurance 7	
Classic 900 19	RAC 6	

ADVERTISING RATES FOR SMALL ADS

TICK CLASSIFICATION:

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

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

IMPORTANT NOTES

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

MEMBERSHIP NUMBER

I enclose a cheque for

£ :

Name:

Address:

Postcode:

Telephone No:

I agree the wording of the advertisement is true.

Signed: Date:

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

PLEASE NOTE THIS ADVERTISING FORM MUST ACCOMPANY ALL CLASSIFIED ADVERTISING

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

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

Please send cheque (to SOC) and form to:

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

**DEADLINE – MARCH/APRIL 2011
21 January 2011**

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

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

MEMBERSHIP NUMBERS MUST BE QUOTED ON ALL COMPLETED FORMS

PLEASE
PRINT
CLEARLY

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.

99

Garage Clearout 1978 Saab 99

Three-door Combi. Nearside passenger door, re-skinned bare shell, very good condition, offers. Also, sales brochure Saab 900 for 1987, 1989, 1990 and 1991, Saab Butik brochure 1982, offers. Tel: 07946 583192 (Derbyshire).

900

1992 900 LPT Convertible

Colour Blue. Full leather trim. Always garaged. Unmarked, 21,700 miles only. Cruise control, CD player, Wooden trim, owned for last 14 years. Sensible offers. Tel: 01243 514241 (Chichester).

900 1996N

Five-door, Dark Red. 61,000 miles only with full service history. Excellent mechanically and bodily. MOT until March 2011. Owned SAABs for 37 years, this one for 12 years (owned by friend for its first two years on the road). Much loved and cared for car, always garaged, only for sale by family due to death of owner. Tel: 0191 386 5227 or Mob: 07768 428434. £850. (Durham City).

900 Turbo SE

Three-door, (8v) 1983. Silver. Guaranteed 69,000 miles and one owner before me. Absolutely genuine car – only fault is headlining. Poverty is only reason for sale. Full MOT and Tax. Never welded. £1150. Tel: 01603 401119 (Norwich).

9000

9000 CDE 2.3 Auto

L Reg. Low Boost Turbo Ruby Pearl. 181,000 miles. Two owners only. Present owner 14 years. FSH. Very original. Offers. Tel: 01625 522113 (Wimslow).

Bits and Pieces

Universal Roof Rack

In good condition, suitable for use on 95 and 96 models or other models with guttering. Buyer collects. £20.00. Tel: 01480 451815 (Cambridgeshire).

Calipers

Quick sale as car stolen! Brand new and still in box. £289.05 paid (receipt included) any reasonable offer considered. Local delivery free. Tel: 07899 055407 (Stewarton).

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 £30 including P&P. Tel: 01208 72429 or email: al@timms789.fsnet.co.uk (Bodmin, Cornwall).

Holiday Lets

Cornwall

Self catering accommodation between St Austell and Fowey, close to Eden Project and coast. Sleeps four people, possibly six. Email: jillabbotts@talktalk.net or Tel: 01726 815465. Discount for SOC Members (Cornwall).

Western Algarve

Reduced 2011 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. Email: alexanderalgarve@aol.com (Essex).

Swaledale Cottage

Two bed, refurbished apartment in Reeth, North Yorkshire. Sleeps five. Four star rated, luxurious. Tel: 07976 312134. Discount for SOC Members. www.alpinecottageeth.co.uk e-mail: fourdunns@ntlworld.com

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

FREE Internet Connection for Saab Club Members

- ▶▶ NO CONTRACT
- ▶▶ NO FIXED FEES
- ▶▶ NO HIDDEN COSTS
- ▶▶ NO LIMITED HOURS
- ▶▶ PAY ONLY FOR THE TIME ONLINE

- ▶▶ NO SET-UP CHARGES
- ▶▶ NO MONTHLY BILLS
- ▶▶ NO LOG-ON DELAYS
- ▶▶ UP TO 5 E-MAILS WITH 5 MEGABYTES OF SPACE

Log on to saabmail.co.uk
or call **0845 145 2222**
for FREE online connection services



B. & D. SPECIALIST CARS

SAAB - OUR SPECIALITY



Breaking 9000 and Classic 900
Courtesy cars available

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

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

Mark Arnold

Dealing in
SAABS
for over 37 years

all vehicles personally selected & appraised

Please visit my website @
www.markarnold.co.uk
for full details of current stock



What really matters is attention to detail!

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

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



Established 1975

1-2 Cornfield Lane
Eastbourne
East Sussex
BN21 4NE

**01323
727011**

BOURNE

MOTORS

SAAB SPECIALISTS

SERVICING: No work carried out without prior consent. Genuine parts used. Local collection/delivery. Loan cars available on request.

PARTS SALES: Genuine SAAB parts stocked at all times. We also stock a large selection of used SAAB parts. Alternative brand pattern parts also available.

AIR-CON: Servicing & Repair



www.bournemotorsussex.co.uk

Motorvation

SAAB 900, 9000, 9-3, 9-5 SPECIALISTS

Established 1985

SERVICING:
Menu Prices (Free Courtesy Car)

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

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

A friendly service where ADVICE IS ALWAYS FREE!

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

Reg Morris Garages

30 Years, Experience as a Dealer now

INDEPENDENT SAAB SPECIALIST

We offer SAAB Dealer Experience at Specialist Prices

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

Tel: 01427 752332
www.regmorriscgarages.co.uk

1 Doncaster Road, Westwoodside, Doncaster

SAABTEC

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

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

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

CHRIS HAMLEY

Saab Specialist Ltd

Quality Used Car Sales in Yelverton, Devon – Chris Hamley Saab Specialist Ltd.

**Used Vehicle Sales • Parts • MOT • Servicing • Alarms • Accessories • Part Exchange
Warranty • Body Shop • Paint Shop • Authorised Map Tun Performance Dealer
Member of the Good Garage Scheme**

Tel: 01822 855001 Fax: 01822 855101 Mobile: 07778 959297
e-mail: chris@saab-specialists.fsnet.co.uk www.chrishamleysaabspecialist.co.uk

The Parade, Yelverton, Devon, PL20 6DT



Authorised
Map Tun
Performance
Dealer

Good Garage Scheme

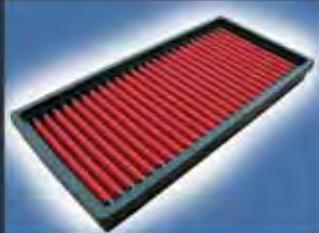


Opening Hours
Mon-Fri: 8am-5.30pm
Sat: 8am-1pm

World's Largest **SAAB**
tuning Specialist

Map Tun

performance
www.maptun.net



The Saab Centre Ltd
01325 300 377
info@thesaabcentre.co.uk

APL Saab Specialists
01772 685 588
enquiries@aplsaab.co.uk

FM Autos Saab Specialists
00353 21 488 8314
info@fmautos.ie

Neo Brothers Ltd
01992 719 280
enquiries@neobrothers.co.uk

Chris Hamley Saab Specialist
01822 855 001
chris@saab-specialists.fsnet.co.uk

New Network

New Prices

New Products

Better Performance

Same Map Tun performance

QUAIFE
SAAB LSD
IN STOCK
£525 plus VAT

UK Distribution Manager:
Neo Brothers Ltd

Unit 23 Monro Ind Est, Station Approach, Waltham Cross, Herts EN8 7LX
Tel: 01992 719 280
email: enquiries@neobrothers.co.uk

IF UNDELIVERED RETURN TO SENDER: Membership Team, Saab Owners Club GB Ltd, PO Box 1063, Swavesey, Cambridge CB4 5YR