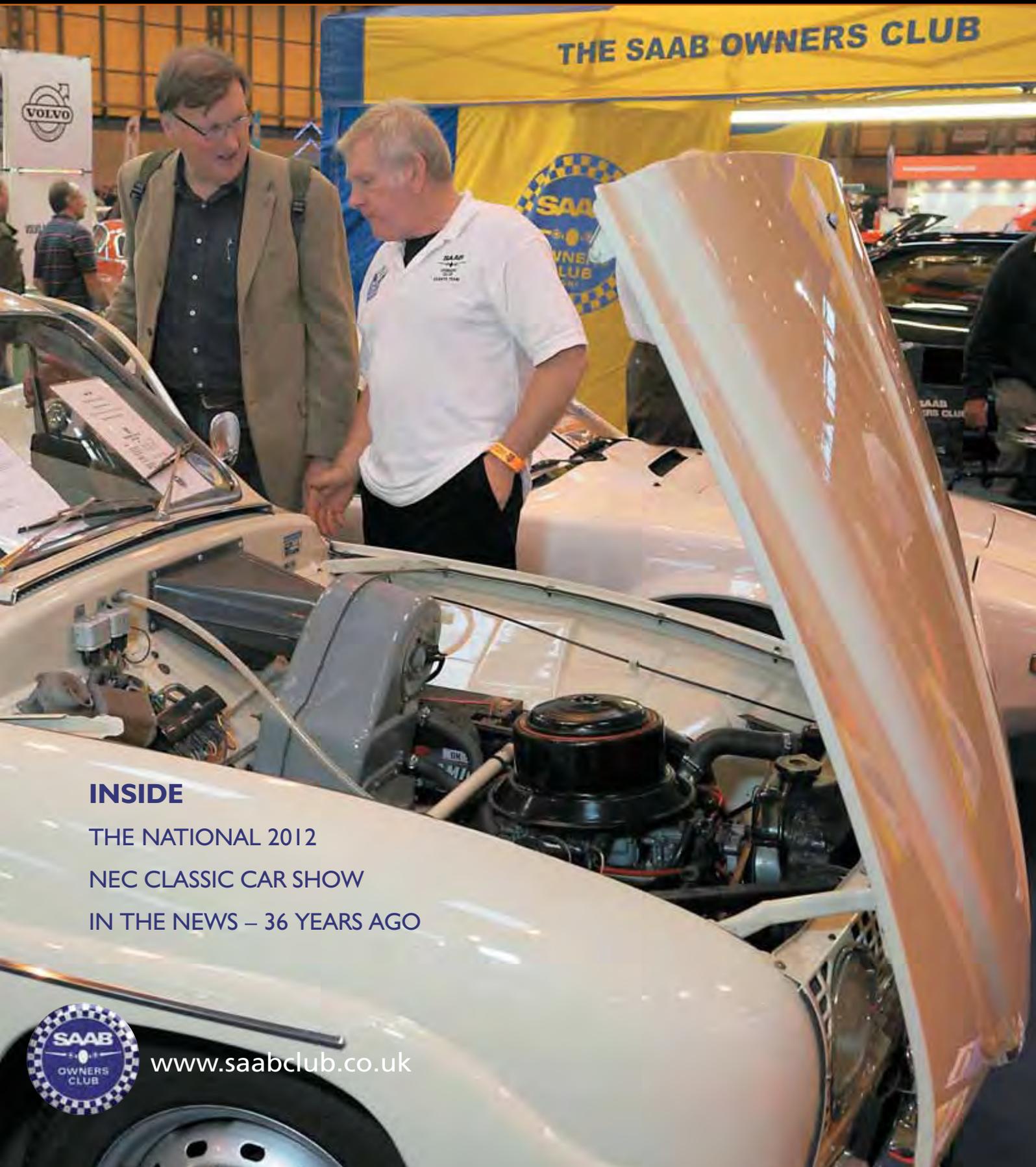


SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

THE NATIONAL 2012

NEC CLASSIC CAR SHOW

IN THE NEWS – 36 YEARS AGO



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FRONT COVER: The NEC Classic Car Show © Colin Hughes

Please state your Membership Number on all correspondence

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

Classified Advertisements
– see details on page 54.

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DEADLINE DATES FOR CONTRIBUTORS

March/April 2012 ISSUE: 17th February 2012
May/June 2012 ISSUE: 20th April 2012

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott
KJS Advertising Tel: 01943 461679
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CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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Firstly may I wish you all a happy New Year and my best wishes for a great 2012.

Well, when I stood down from the Board as Chairman a few years ago, I never envisaged that I would be here once again preparing another Steering Wheel. However, having been gently pushed and prodded to come back, I am honoured to take the reigns on your behalf once more. I will certainly work hard and do my very best.

I am sure that you would all join me in a big thank you to Richard for all his good work over the past years and in particular the last three as Chairman. I am sure that he will enjoy his well-earned rest.

We also convey our sincere thanks and appreciation to Dave Barrow and Robin Morley who have also decided to step down.

Since taking over from Richard, I have worked closely with the other Directors in assessing our current situation. I think that it can be summarised in two main points.

The current situation, to be quite frank, is not as good as it could be and we have a lot of work to do, but the future is potentially very bright. Clearly there is a lot of background to these comments so without boring you with too much detail, I need to expand a little. When I say it is not good I refer mainly to our financial status, Membership numbers, website, events and community standing. We have to improve in all of these areas.

When I refer to our bright future, I really do believe that, with some hard work and passion, we can develop and grow our Club. Securing it for many years to come, building on the sound foundations created by the good work in the past.

Over the next few months we will be mapping out detailed plans for the future but we cannot stagnate so, in the meantime, we have already implemented some initiatives to help us along our way. Below, you will see a note from Dave Garnett about the re-scheduling of 'Driver' to reduce our operating costs. This will give us some breathing space whilst we create a new budget for next year and subsequent years.

You will also see that we are advertising for two new Directors, one to drive Membership and the other to create more benefits/services for our Members. We are fully aware that we all look for different things in a Club, so we need to provide a wide spectrum of reasons to join and just as importantly, reasons to stay. We will be working hard on this over the coming months. You will also see that we have included 'splatting' for new Members in this issue. Please, please make use of them and help us to get new Members. Every new Member helps to make your Club better.

Having referred to the vacancy adverts, please do not discard them as something that is not relevant to you. If we are to succeed we need your help, there are just not enough of us to get it all done. We are all volunteers and do not have any paid employees. Therefore, if you think that you could possibly fill one of these roles please get in touch for a chat without any obligation. Additionally, if you believe that you have other skills that the Club can utilise please let us know. We look forward to hearing from you.

I also referred to events in our improvement list. We have already made good progress in this area with the Winter Weekends back on the agenda and this year's National planned and booked. We have taken on-board your comments and you will see that the format of the National is much different to the

last few years with something for everyone in the family. We are also looking into a series of regional events to create even more opportunities for us all to get our cars out and meet up with other like-minded Members without travelling too far.

Plans for our International and Golden Anniversary next year are also now coming together nicely. Please visit the website for further updates.

Although it is important to relate to matters concerning our Club here, we should also refer to the recent news about Saab. The day that Saab filed for voluntary bankruptcy was one of the saddest days of my life. I guess that many of you will feel the same, and understand when I say that it is like losing an old friend. I certainly think that we could not have asked any more from Victor Muller in his efforts to save Saab. I am sure that you will all join me in wishing all Saab employees in Trollhättan and worldwide, the best of luck for the future.

However, it is great news that there are organisations out there interested in buying Saab. Apparently, under Swedish law it is possible to sell a bankrupt company as a whole or in parts, so we must all keep our fingers crossed that someone will see the great potential available, with the efficient production facility, technical expertise and a great range of current and future models, all ready to go. Therefore, by the time this edition hits your doormat there may well be better news. Let's hope so.

In support of Saab and all employees, we are currently working hard on the 'we are many, we are Saab' meetings on 15 January, so I guess by the time you read this some of us will have met up at one of the venues. I hope that any potential buyers will also see the vast support and passion that exists for Saab on a worldwide basis. Many thanks, to all of you that have worked so hard on this project.

To end I would like to refer back to Club matters and reiterate that we have some good ideas and I believe the Club has a great future, but we need your help. So please get in touch with us now.

In the meantime, I would like to thank all Members and my colleagues who have made me so welcome and helped me over the past couple of months to settle back in.

Mike

Driver Update

You will have noticed that the 'Driver' has been delivered at the end of January rather than the beginning.

As can be seen from the 2011 accounts, there was an operating shortfall of £7,702. To avoid a repeat of this in 2012 we felt that we needed to take urgent action, so we have taken the decision to delay the next two 'Drivers' by around one-and-a-half weeks.

This will have the effect of reducing the number of 'Drivers' during this financial year (2012) to five rather than six. The next 'Driver' will fall into the beginning of April 2012, slightly later than normal.

This will save approximately £7,700 which we urgently need to balance our accounts whilst we look into other potential areas of saving and/or additional income.

We will shortly be preparing our budgets for 2012/2013 when we will review all areas of cost including 'Driver'.

Thank you.

Dave Garnett - Editor

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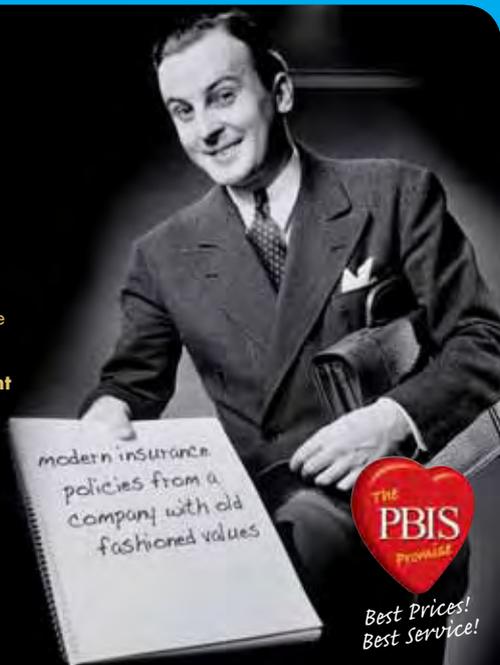
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SAAB

We are many, we are SAAB

Following the bankruptcy of Saab, a group of enthusiasts in the Netherlands called for worldwide meetings to express support for the marque. In common with many of our fellow Saab clubs around the world, the Saab Owners Club ran five regional events with over 250 cars and 500 members taking part.

Dutch Saab enthusiast and organiser of the initiative, Nic Schelelkens explains: "The bankruptcy hit many Saab enthusiasts, as well as those directly or indirectly involved with Saab, rather hard. In order to show our support, we wanted to show our enthusiasm for Saab by means of worldwide meetings. By getting as many people as possible together, we wanted to show clearly that Saab may be bankrupt, but the brand itself is very much alive."

SOC held meetings in Cumbria, Lancashire, Derbyshire, Bedfordshire and Devon with some Club Members making round trips of over 500 miles.

At the former Saab GB headquarters in Cranfield, the meeting was joined by Erik Carlsson, who put Saab on the motorsport map back in the 1960s with his series of worldwide rallying wins in his 96 Two-

Stroke. Erik was also joined by the former MD of Saab GB, Charles Toosey, who has formed a new company, Saab Parts UK to supply authorised Saab repairers with a more consistent parts supply.

The other events were equally successful from scenic tours starting at the Angel of the North to meetings at independent and Saab dealerships in Glossop, Yelverton and Blackburn. The Newcastle meeting boasted a 1966 96 V4, possibly the oldest one in the world.

Chairman, Mike Philpott, commented: "It was a fantastic turnout exceeding all expectations. It just shows the magnitude of support for Saab so any potential investors should act quickly to get this iconic marque up and running again. It will be important in the months and years to come that the Saab Owners Club and clubs worldwide continue to maintain this spirit within the worldwide community. We will certainly be working hard to take care of the interests of our Members and to keep all of these great cars on the road for many years to come."

In total, this worldwide 'We are many. We are Saab' initiative boasted 100 meetings in 40 countries.



With many councils planning to cut back on winter road services, it is even more important that drivers take care in severe weather conditions

Driving in snow

Is your journey essential? If at all possible postpone or reschedule your trip and don't ignore police warnings about closed roads.

Double or even triple your normal stopping distance from the vehicle in front. Drive so that you don't rely on your brakes to be able to stop – on an icy surface they simply may not do that for you, but keep moving as much as possible, even if it is only at walking pace.

On a downhill slope get your speed low before you start the descent, and do not let it build up – it is much easier to keep it low than to try and slow down once things get slippery.

Start gently, avoiding high revs, and use second gear to avoid wheelspin. If you get yourself into a skid the main thing to remember is to take your foot

off the pedals and steer. Only use the brake if you cannot steer out of trouble.

Plan your journey around busier roads as they are more likely to have been gritted. Avoid using short cuts on minor roads – they are less likely to be cleared or treated with salt, especially country lanes.

Always clear your windows, lights and mirrors. Don't forget that snow on the bonnet can blow back onto your windscreen, so clear that off, and clear the roof to avoid snow being blown onto traffic following you before moving off.

Make sure you have an emergency kit so you are prepared in the event of a breakdown. This should include a charged up mobile phone, torch, food for energy, water and a blanket. For

snow you also need a shovel with you. On longer journeys always let someone know you have set off and tell them your planned route.

You can also improve car performance in snow by fitting winter tyres. Winter tyres have a different tread pattern to give better grip on snow and ice and have a snowflake on a mountain as a symbol on the sidewall. The symbol indicates that they use winter grade rubber which stays flexible and maintains grip to well below freezing. The rubber used on standard tyres hardens as the temperature drops.

A new website is available, drivingadvice.org.uk – for advice on dealing with all winter weather conditions.

Extra Member Benefits this Winter

To help you through this coming winter SOC Insurance, the Club's own insurance service, is offering some very useful extra benefits under its Winter Warmers promotion.

With every new SOC Home Insurance policy you take out you'll receive FREE Home Emergency Help (24/7/365) enabling an experienced tradesman to attend quickly to those unexpected problems like broken boilers or burst/frozen pipes. PLUS there's £100,000 legal expenses cover, legal advice, home security advice and various counselling options thrown-in saving you £22.50. See the Winter Warmers advert on page 21.

On top of that, you can benefit from discounted SOC Breakdown Cover this winter. Full UK cover (including HomeStart) normally costs just £54.50 but SOC Insurance is offering an extra discount bringing the price down to £49.50 to encourage Members to protect themselves ready for this riskiest part of the motoring year. See the Winter Warmers advert on page 21.

You should call SOC Insurance on 0800 298 4071 (or 01424 205078 - cheaper for mobiles) to arrange cover before winter kicks-in. Offers run right through to the end of February.

Evening drive to LONGNOR

25 August 2011

The North West Group thought it would be good to have one last drive before the nights draw in and Mike and Veronica planned an interesting route from Marple to Longnor in Staffordshire.

A selection of eight Saabs left Marple and headed for Hazel Grove and then towards Macclesfield using only minor roads, as usual we went down roads most of us didn't know existed.

We passed through many small villages on the way and went through the Goyt Valley and up onto the Moors above Leek and Buxton, arriving at Longnor around 8.15pm just before it went dark. The journey was about 30 miles and the weather was kind to us with amazing views to be enjoyed over the Peak District.

At Longnor our destination was the village chippy which is

famous and highly recommended, it's situated in the village on the corner of Market Square, we all sat inside and enjoyed a meal whilst waiting anxiously for John, Shiela and Dan to arrive who had missed a turning and arrived half an hour later.

After the meal we retired to the Old Cheshire Cheese for a quick drink and then made our way home.

Our thanks go to Mike and Veronica who planned the route and we all agreed to do something similar in 2012.

Richard





**‘Splatting’
new Members
in 2012 – make
your marque!**



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- Preferential RAC rates
- Club Valuation Scheme
- Online comprehensive website



Join at www.saabclub.co.uk
or phone **01954 232810**

Please quote Ref. No. JF12

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

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

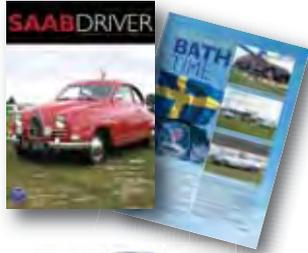
If you need any more 'splat' cards we will be printing a further set in the next issue, but if you can't wait contact annes@mypec.co.uk
0113 255 6866 for more.

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The National 2012

20-22 July • Wicksteed Park,
Kettering, Northants

Our National event this year takes on a completely new theme.

This will be an event with something for everyone within this beautiful 147-acre park which includes a traditional fairground, theme park rides, a diesel train and even fishing in the large lake.

There will be two full days of activities so there is something for everyone.

Here is some additional information taken from their website:

"Wicksteed Park, as well as having rides and attractions, is also an English Heritage Grade II Listed Park and Garden.

"Founded by Charles Wicksteed, the inventor of Children's play, Wicksteed Park combines the excitement of rollercoasters, rides and attractions with the tranquility of the historic grade II country park.

"With rides ranging from the Pirate Ship to Rocky Falls log flume, there is plenty to keep you and your family entertained! If you are looking for a more relaxing experience, there is the nature reserve and 147 acres of beautiful parkland.

"Wicksteed Park has one of the biggest and best playgrounds in Europe! The Playground was first developed by Charles Wicksteed in 1917 when he decided that he would use his engineering company to manufacture park seats and playground equipment. The manufacture of the Park seats and equipment proved to be so popular that he went on to provide this equipment to parks all over the world - in doing so making the Wicksteed name of Kettering famous.

"Not surprisingly, most of the Lakeside's attractions feature water in one form or another!

"Here you'll find our large man-made 30-acre lake complete with family rowing boats and children's canoes, plus lots of ducks and swans!

"In keeping with the 'watery' theme, we have the Waterchute and the Nautic Jets - the Waterchute is the very same one that the Park Founder, Charles Wicksteed, 'made a splash' with way back in 1926."

In addition to all that, Wicksteed now has a campsite with a brand new toilet and shower block. We will have our own dedicated event and camping area.

We won't go hungry either as there are no less than eight different food outlets from simple takeaways to 'sit-down' restaurants. We have also arranged for the Bistro restaurant to be open for us on the Saturday evening or, if you prefer, just fire up that barbeque on your camping pitch.

Of course we are not forgetting that, on top of all this, we will have our normal National activities such as the displays and competitions and our Saabs will still be the focal point.

So if you want to join us for the whole weekend or just for Saturday or Sunday the choice is yours.

If you want an action-packed weekend or just to chill out, we will have it all.

More details in the next 'Driver' but in the meantime please make a note in your diary. You will not want to miss this one.



If you need any more information before the next 'Driver', please drop us an email at chairman@saabclub.co.uk and we will do our best to help.

Mike Philpott

The grounds and gardens of Wicksteed Park cover 147 acres, and include:

- Three areas of Rides and Attractions
- The Arena
- The Lakeside
- The Fairground
- The Wicksteed Railway
- Large Free Playground
- Smaller free playground and sandpit area
- The Pavilion (largest events venue in the county)
- Sunken Memorial Garden (location of Charles Wicksteed memorial)
- Tree lined walks
- Nature Trail & Arboretum
- Orienteering course
- Fishing Lake
- BBQ & Picnic Areas
- Campsite



2011 | SAAB INTERNATIONAL

My passion for Saabs started almost 25 years ago. At that time I was working for an FMCG multinational in the south of Germany and was required to attend regular management meetings in Hamburg. This involved a return flight from Basel, an overnight stay and a rental car. My 'pay grade' at the time entitled me to an Avis medium car, usually a Golf, Escort or the Opel equivalent.

This particular evening I turned up at the Avis desk and there had been a mistake. I had no reservation and there were no medium cars available. "Would you mind a Saab 9000 at the same rate as a Golf Mr Ager?" Now I had never driven a Saab, my Dad never had one, my mates' dads never had them either, they were a bit, well, quirky, weren't they? I was intrigued and gathering up the key I headed outside to the Blue 9000 two litre Turbo. Well, what a great car, and at that time, quite the best car I had ever driven. I took the long route to the hotel that evening.

Two years later I returned to the UK and was delighted to see that the Saab 9000 was on the Company car list. I ordered one immediately, a Grey injection model and although it did not have the performance of the Turbo version, I really enjoyed driving the car for the best part of five years having bought it from the lease company when the contract expired. Moving abroad again I sold the Saab and endured a VW Vento for a while.

Back in the UK in 1995 and no Company car this time, I decided on a used J Reg, five-door 900 LPT. My relationship with this fabulous car ended on a frosty January morning on the A17 in Lincolnshire. Trying to avoid another vehicle I got into a skid, onto the verge, and after a few rolls ended up upside down in a dyke. The strength of the car saved me from any serious injury and fortunately, as I had missed the other car, no one else was involved. The car was a write-off but I had not satisfied my desire for this model and so I was back to the dealer for another one. This time a J Reg, three-door LPT with ABS! This was followed three years later by a 'new shape' full Turbo 900, sadly not a great car, and then three 9-5 Estates, an X reg, two litre LPT, a 2003 reg 2.2.diesel (awful) and finally a 2007 Hirsch remapped 1.9 TiD.

By this time I was semi-retired, working part-time and my thoughts returned to the (now called) Classic 900s. I had always admired the Convertible model. There was usually one at the

garage when I was taking my car in for a service. I started to look around and, most unlike me, took a chance on a K reg. Le Mans Blue LPT on eBay. It was cheap, unloved and with a tatty hood, but after a trip to Two-Stroke to Turbo for a new hood and a bit of TLC at my local Saab specialist, I have now enjoyed three years of trouble-free topless motoring which brings me neatly on to Intsaab.

I had joined the Owners Club and had noted that there was an annual international meeting which, in 2009, was due to be in Doesberg in The Netherlands. I thought it would be fun to meet up with a group of folks from all over Europe who all shared a common interest. Maybe it would be like the European meetings I had attended in the past only this time it would not be branded grocery products as the common theme but Saab motor cars. Now I could not persuade my wife that this was a good idea but my stepson, Andrew, was up for it and so we enjoyed our first Intsaab experience. 2010 came along, this time Interlaken and so off we went again. Were any of our readers in Interlaken? Well the weather was quite awful, we were camping and despite the best efforts of the local Swiss team, it was somewhat of a washout. The location, an old Swiss air force base nestling in the mountains, must have been stunning but the clouds completely obliterated the views. We drove back through Germany in the rain, hood up, fed up and very damp.

So 2011 and Finland, Andrew promptly said no! I needed to find a new partner and co-driver as this was going to be a long trip. A former colleague of mine had had Saabs in the past. A couple of 900s in the eighties and a 9000 right up to the mid-1990s. Then jumping ship to Audi when Saab somewhat lost their way. Could be a long shot but we had remained mates so it was worth a try. I shot off an e-mail and got almost an instant reply from Nick, "What a great idea, I would love to come".



This trip needed careful planning and so Nick and I met regularly from about March onwards to deal with routes, accommodation, logistics, etc, followed by a pub lunch! Our wives becoming suspicious of the amount of planning that seemed to be involved!

On 1 August we were ready. K878 CDP had sailed through her MOT, had a new cylinder head gasket, a comprehensive service and was raring to go. Nick turned up mid-morning with an enormous amount of luggage, including two bags, a rucksack, a laptop, a camera bag, a suit carrier and a sack of gizmos with satnav, digital music thingy and loads more. But like a classic grand tourer everything fitted into the boot.

Day 1 was the relatively short journey from Norfolk to Harwich with a late lunch and a look round this fine old maritime town before embarking on the overnight ferry to Esbjerg. Leaving Esbjerg the following afternoon we drove across Denmark and the amazing 18km long Storebaelt bridge in beautiful sunshine to arrive late afternoon for refreshments in the wonderful Nyhavn district of Copenhagen. Then on to Helsingor for our overnight stay in the shadow of Hamlet's Castle.

Another beautiful day started with a quick look at the castle before taking the ferry for the short trip to Sweden. It was a long drive to Stockholm made easier by the fine roads and wonderful weather, top-down motoring at its best. Still, a few Classic 900s on the Swedish roads and loads of 9-5 Estates. If the new version had been ready three years ago the prospects for Saab could now be so different. An overnight stay in Stockholm was followed by a full day's sightseeing by bus and pleasure boat of this fine Baltic city. In the late afternoon we drove right through the centre of the city on our way to the docks to pick up the overnight ferry to Turku in Finland. Waiting for the ferry we met up for the first time with some fellow Intsaab enthusiasts including two Swiss ladies who had driven their beautiful Green Classic 900 from Zurich, a Swedish father and son with two magnificent Sonetts and a Dutch group in 900s and 99s.

Perhaps the highlight of the trip was to follow, a slow evening cruise on this luxurious ferry through the splendid Stockholm archipelago. As the light faded late into the evening the vessel continued its almost silent path between the numerous islands and out into the Baltic.

Another beautiful morning and we were off the ferry early and heading north out of Turku. The venue for Intsaab2011 was Ellivuori, a large hotel and conference centre located, like so many places in Finland, in a forest beside a beautiful lake. We arrived at 10.00am and parked up in the designated 900 zone. We were the third Classic 900 to arrive, two Finnish registered models were already in place on the rank. We spent much of the day in lovely sunshine just watching the cars arrive from all corners of Europe and chatting to fellow enthusiasts. Of course there was a large number of Finnish registered cars and a good turnout from Sweden and the rest of Scandinavia, but during

the day cars continued to arrive from the Baltic states, Belgium, Russia, Germany, etc. Later in the afternoon there was an interesting presentation from Hannu Berger, representing the Company in Finland that had built a good number of Saabs over the years including all the classic 900 Convertibles, and later a further talk by Simo Lampinen who, along with Eric Carlsson and Stig Blomkvist, had enjoyed great success rallying and racing 96s in the sixties and seventies. A barbecue supper and stroll by the lake ended a perfect day.

The following morning we were up bright and early and ready to take part on the picnic tour. There were now more than 25 Classic 900s in the car park including one other from the UK. As the route notes were in kms we spent some time converting the distances into miles so we could use our mileometer, and in the process helping a young Finn who had the same problem as he had purchased and imported his Classic 900 Convertible from California! At 10.00am we were one of the first off on the tour which involved some questions along the route, a visit to the Nokian tyre factory, where we saw the manufacturing process for studded winter tyres, a display by the Saab performance team in a couple of hot 9-3 Convertibles followed by a soup and bread lunch. Some more questions to be answered and then a gentle ride home through the lovely Finnish countryside accompanied by a wonderful assortment of Saabs from all over Europe.

Dinner in the evening was followed by speeches, an illusionist/magician who made Nick's 50 Euro note disappear for a while and then short votes of thanks from delegates from the various national Saab Owners Clubs. I spoke briefly to both Ian Hodcroft and Derek Best representing the UK and for the rest of the evening enjoyed the excellent hospitality and atmosphere that the Finns had created for their guests.

Sunday morning we had to leave after breakfast to begin the long journey home. First to Helsinki to catch a ferry to Tallinn in Estonia. An afternoon and evening in this wonderful mediaeval city was followed the next day by a lovely drive along the Baltic coast to Riga in Latvia. It took the following three days to cross Poland with our first stop in Augustow where we stayed overnight at a hotel that had previously served as the holiday resort for the workers at the Warszawa car factory for a number of years after the war. This Company later built the Polski Fiat under licence and finally the FSO Polenza cars. A 1963 two litre Warszawa Saloon was proudly displayed in front of the Hotel.

On leaving Poland we picked up the splendid German autobahn network but found time to visit and stay overnight in Dresden and a second night in the Ruhr. Our final route home took us across Belgium into France and finally to the port of Dunkirk for the ferry back to Dover. Arriving back in Norfolk this splendid 1992 Saab 900 with almost 160,000 miles on the clock had completed a further 2,940 trouble-free miles and delivered just over 33mpg in the process.

Martin Ager

Start-up Rattle?

I have recently purchased a very lightly damaged 9-3 Convertible (2004 reg 67,000 miles) which is now back on the road.

There is a service history from day one with it but not all carried out by Saab dealers/specialists. I have just carried out an oil/filter change with correct viscosity synthetic oil but there remains a pronounced rattle on start-up which, although disappearing as soon as pressure is up, is niggling me.

No other engine noise apparent and the car runs very smoothly and quietly. Is this anything to worry about? In all other respects I am very happy with the car but don't want to jeopardise my future Saab experience by ignoring this situation. Any advice?

Ewan Haswell

I assume the 9-3 is a 1.8t or 2.0 litre petrol. We have found that in some cases one or more chain guides can be damaged thus resulting in the chain tension being slacker than usual. This is probably the cause, it can be repaired without engine removal and costs around £220 inc vat etc.

Strange Noise

I purchased the above in August and noticed that it made an eeh-haw (rubbery sound) noise when the weight was put onto the off-side front by way of cornering or speed humps.

I took it along to my local garage. They said that the front shock absorbers needed replacing but this may not stop the noise. The shock absorbers were replaced and the car drives so much better than before. The noise sadly hasn't gone, so I asked them what they thought it might be and their advice was that it would be far cheaper to turn the volume up on my radio!

I hope your advice could be more specific.

Philip Rushworth

In my experience, shock absorbers would have been the most likely cause for the noise you describe. When they were replaced I assume that the top strut mountings were carefully inspected or replaced as these could also cause this symptom. You have now already had the most expensive part of the suspension changed so the next items to inspect are the anti-roll bar and wishbone bushes which could be replaced if deteriorated. I am sure that the noise is not detrimental, however perseverance will be required to locate the cause.

TECHNICAL TIPS

Saab 9-3 sport models, continued

To carry on from the last edition, some more on electrical faults.

Ign switch module ISM:

A common problem is a message displayed on the SID (Saab information display), steering lock malfunction.

The cause is often a faulty ignition switch module, ISM. In most cases a fault code will be generated for the ISM but sometimes other fault codes will also be there. Incorrect or invalid key position, will also prevent the central locking function to be inoperative with the remote.

A new ISM should resolve the fault, this part does not require any Tech 2 programming.

Remotes:

On the subject of programming remotes you need to aware that a remote that has been programmed to a different vehicle cannot be reprogrammed with Tech 2. However, there are companies that can wipe the CIM details from a used remote so it can be reprogrammed.

Door Modules:

Other faults I have found relating to door modules can include central locking inoperative or intermittent, and also electric mirrors not working on the doors. A new or used door module can be fitted and these do need to be programmed with Tech 2. Used parts can be reprogrammed, however, if it's a Convertible, you do need the correct module.

Column integrated module CIM:

There are a lot of faults related to this module. Can affect TCS/ESP, remote operation, steering lock faults, lighting

faults, starting problems to list a few. They are in the main reliable, but it does again raise the problem a workshop has when trying to diagnose a problem.

For example, a vehicle with a lighting fault in the end was found to be a faulty CIM, symptom was main beam lights on all the time, even with the bulbs removed the battery would go flat overnight. A replacement CIM resolved the problem

This does pose problems because if you program me a new CIM to the existing remotes they cannot be reversed, which means if the workshop has incorrectly diagnosed the fault you have then rendered the original CIM useless.

They can, however, be wiped by a specialist company and reused, but it is costly.

We will look at further problems associated with this module in the next edition.



Saab Production Lines!

Having just received, and hugely enjoyed, 'Driver' Issue 6 for 2011, I just had to make a few comments, which may rather oddly not re-appear until next year! By then, here's hoping, Saab's production line(s) might have been reawakened to good effect and the damaging, nail-biting anxieties of the last 9-10 months will have started to recede, as they surely need to.

As Robin's Review highlighted only too clearly, it's 'almost impossible (for reasons of costs) to be an independent car manufacturer these days', notwithstanding the well-documented issues around Saab's precarious cashflow and dangerously under-developed product range. For 21st century automotive commercial success and survival, development partnerships are as essential as the production lifeblood derived from shared supply relationships for engines, transmissions and other key running gear components.

Saab after all, has shown how well it can use and adapt Fiat/Alfa diesels for some of the 9-3SS range, along with the 3.0L six cylinder Isuzu oil burner, available in some of the first 'edition' of the 9-5s. Link that achievement with the marque's established reputation for innovation, engineered-in safety, serviceability and durability, and a platform emerges to provide the brand-marketing men with a host of powerful angles from which to 'do their stuff' for Saab, albeit in a very difficult marketplace.

In another positive vein, a great big 'well-done', to Alex Rankin, in his latest c900 Register column, for reawakening the 'High Mile Club' challenge. It reminded me of my wonderful, first-ever Saab; a one previous owner, manual, Ruby Red 1993, 2.0L inj 9000CSE with 90,000 miles on the clock, which went onto 275,000 miles,

on its original engine, timing chain, cylinder head gasket, water and aircon pumps, before succumbing to the need for major gearbox refreshing, and so replaced by its present successor, a hugely entertaining, Saabflight-fettled, Midnight Blue 2.3T 1998 9000CSE, now with 191,000 miles under its belt. As Alex has invited (us all) on his page 39, what other +200,000 'miler' stories are there out there, as we follow in Peter Gilbert's one million mile wake? For example, my friend Simon Chandler, at Saab Specialists DCA, near Newbury, is in the process of transplanting his original, 'sweet-as-a-nut' 310,000 miles 1996 2.3T engine, into another, younger 9000 chassis, and so the story rolls...

Congratulations to 'Driver's' Editor and Mark Blewitt, for the inclusion of the EASOC Blast on Page 19. Fun to read, great driving theme and yes, you've guessed it, decent pics of 9000s! So why do I feel they don't quite seem to get the coverage they maybe do merit, as Saab's best seller-to-date, and possibly its best built, fun model? Is there perhaps a smidgen of negative, model snobbery, indeed a generalised perception, regarding the range's diluted Saab purity, which frowns upon various, if not all of the outcomes of its 'shared' development history (with Lancia, Fiat, Alfa)? I also have to admit to cringing, when the 9000 Register fails to appear in 'Driver', alongside the other great Register offerings.

I'm not an obsessive paranoid. I'm not biased, honestly. I just find them to be brilliant! You know I'm right. Am I? Safe Driving.

Peter McAlly

After being the original 9000 Registrar and owning four 9000s, the last one being an Imola Red Aero, I think you may well be right – Ed.

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We Need Your News!

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

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

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Gorsey Field House, Birtle, Bury BL9 6UD.
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NOTICEBOARD

PEAKS & DALES 1-3 JUNE 2012 WINDY HARBOUR

Camping now available with shower and toilet facilities.

Another exciting tour in and around Derbyshire, which will include a visit to Pooles Cavern in Buxton and a visit to Chatsworth House and Gardens.

For more information please contact:

Richard Elliott

01457 852944



THE NATIONAL 2012

20-22 July – Wicksteed Park, Kettering, Northants

Details on page 13

INTSAAB 2013

Golden Jubilee Celebrations

Did you know that SOC (GB) is one of the oldest Saab clubs in the world? In fact, only the Dutch club is older!

2013 sees our Club celebrate 50 years since it was founded. We will be celebrating this major milestone in many ways, the biggest of which will be our hosting of the annual International Meeting of Saab Clubs. By coincidence, this will also be the '25th International', so it is a double celebration and one that we hope will be remembered for many years to come.

We have already put together a small sub-committee to begin the planning of the event. This team comprises representatives from the SOC, Saab Enthusiasts Club and UKSaabs forum. As such, we represent by far the largest Saab communities in the UK. Over the past few months we have focused our efforts on finding the right venue to put on a really exciting International event of all things Saab and we hope to be able to announce the location in the very near future. Please keep an eye on our website for the announcement – www.saabclub.co.uk

Whilst we have this committee in place now, we recognise that we will need much more input from all Saab owners

and enthusiasts, to help generate more ideas on how to celebrate our Golden Jubilee in style - to organise and plan the event, to actually run the event or just to help out.

Therefore, we would like to invite you to think about how you would like to see us celebrate our 50th Anniversary and to consider how you can help with events. We want to involve as many of our Members as we can in this, so we really will need help from all of you, our Members. So while the nights are cold and dark and you are planning your summer's activities for 2012, may I ask each of you to please give some thought to what YOU will do in 2013 and how YOU can help!

If you have good ideas to share, or would like to offer support, please email us at registers@saabclub.co.uk

Thanks!

Alistair Philpott

New SOC Group for the
KENT AREA

I am trying to establish a new Kent SOC meet this year approx first Monday of every month.

Probably near Ashford Kent.

For more information please e-mail me, Mr Alan Harris at

alanbharris@btinternet.com

New SOC Group for
BRISTOL & BATH

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

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

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

VACANCIES

Benefits and Services Director

As a key element of our plans for the future, we have identified the urgent need for a suitable person to help us in developing and securing additional tangible benefits and services for our Members.

In summary the role would include:

- developing and extending the current range of benefits, services for Members and discount schemes
- seeking out new benefits, services and discount schemes
- obtaining feedback from Members
- linking with other organisations
- working as part of a close team in helping to drive the Club forward

If you think that you would like to help us with this and would like to know more, please get in touch at chairman@saabclub.co.uk or give me a call on 01280 705369. I look forward to hearing from you.

Mike Philpott

Membership Director

In line with our aspirations and plans for the future of the Club we are seeking a Membership Director.

In summary the role would include:

- working closely with our Membership outsourcing company to ensure that the process operates smoothly
- creating, leading and driving a membership campaign
- working as part of a close team in helping to drive the Club forward
- dealing with Membership related queries

If you are interested and would like to know more, please drop me an email at chairman@saabclub.co.uk or give me a call on 01280 705369. I look forward to hearing from you.

Mike Philpott

GM 900/9-3 Registrar

Please contact Alistair Philpott

Tel: 01845 587176

registers@saabclub.co.uk

WHAT'S ON

Group contact details can be found on page 22.

Steve wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the Mar/Apr 2012 issue is 24 February 2012.

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

JANUARY

WEDNESDAY 4th
Cheshire and Staffordshire
7.30pm onwards

South West Saab
Get together 7.45pm-8.00pm until later.

MONDAY 9th
Lancashire Saab
Meeting.

WEDNESDAY 11th
East Sussex
Meeting.

SATURDAY 14th
Beds, Herts and Bucks
Meeting 1.00pm.

TUESDAY 24th
North West Saab
Annual Meal at The Horse and Jockey
Chorlton, Manchester at 8.00pm.

WEDNESDAY 25th
East Midlands Saab
Pint and Chat, 8.00pm.

South Yorkshire Saab
AGM
Contact: saabinn@virginmedia.com

FEBRUARY

WEDNESDAY 1st
Cheshire and Staffordshire
Meet 7.30pm onwards.

South West Saab
Get together 7.45pm-8.00pm until later.

FRIDAY 3rd-5th
WINTER WEEKEND
The Shakespeare 'Sonett II'

WEDNESDAY 8th
East Sussex
Meeting.
SATURDAY 11th
Beds Herts and Bucks
Meeting 1.00pm.

MONDAY 13th
Lancashire Saab
Meeting.

WEDNESDAY 29th
East Midlands Saab
Technical Evening, 8.00pm.

MARCH

WEDNESDAY 28th
East Midlands Saab
AGM 8.00pm

MAY

WEDNESDAY 23rd-27th
3RD ANTIQUE SAAB CONVENTION
Mosina near Poznan, Poland.
More information in 2012 -
www.saabzlot.pl

JUNE

TBA
Peaks and Dales
Contact: Richard Elliott.

JULY

FRIDAY 20th-22nd
THE NATIONAL 2012
Wicksteed Park, Kettering, Northants.
See page 12-13 for more details.

REGIONAL GROUPS

Beds, Herts and Bucks Saab hold their Club meetings every second Saturday of the month at The Green Man, Eversholt. Contact: Christian.sawers@googlemail.com

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

East Anglia Saab hold their Club meetings every first Thursday of the month at The Fox and Hounds, Barton Road, Thurston, Suffolk, IP31 3QT. Contact: sootysaab@aol.com

East Midlands Saab hold their Club meetings every last Wednesday of the month at The Red Lion, Kegworth, DE74 2DA. Contact: p.briggsts@ntlworld.com

East Sussex Saab hold their Club meetings every last Wednesday of the month at The Cricketers Arms, Berwick near Lewes. Contact: www.eastsussexsaab.co.uk

Lancashire Saab hold their Club meetings every second Monday of the month from 7.00pm-10.30pm at The Hesketh Arms, 81 Liverpool Road, Rufford L40 1SB. Contact: steve.alty@lancashiresaabownersclub.co.uk

North West Saab hold their Club meetings in Manchester every fourth Tuesday of the month. See website for meeting location www.saab-nw.co.uk. Contact John 0161 929 9155 or Richard 01457 867878

South West Saab hold their Club meetings every first Wednesday of the month at Westland Conference & Leisure Complex, Westbourne Close, Yeovil, BA20 2DD. Contact: www.southwestsaab.co.uk

South Yorkshire Saab contact: saabinn@virginmedia.com

West Midlands and Warwickshire Saab hold their Club meetings every first Tuesday of the month at the Stonebridge Pub at the junction A45/A452 just 1 mile from Birmingham airport. Contact: wmwsoc@yahoo.co.uk



LOOK FAMILIAR?

See page 51

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SOC Insurance is adding its HomeCALL service, FREE of charge, to all home insurance policies this winter. The cover normally costs £22.50 and provides a home emergency helpline to arrange for one of our qualified tradespersons to attend to the problem with the minimum delay. Amongst other things, HomeCALL also offers free legal advice and covers the costs of a number of legal actions including consumer disputes, employment tribunals and proving acts of identity theft.

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Imagine you're dashing out the door on a frosty winter morning. You get to the car, unlock, pile your stuff in and go to start the engine so you can clear the windscreen. You turn the key and... nothing! You try again (don't we always)... still nothing! It could just be a flat battery but it could be something else. What do you do?

UK Breakdown Cover from SOC Insurance normally costs just £54.50. However, as winter is notorious for car breakdowns we're currently offering club members the full UK cover including the vital HomeStart service at the reduced price of £49.50.

So now that's 2 offers from SOC Insurance designed to help you through the coming winter. SOC Insurance - providing something of value just when you need it.

You should call us FREE to arrange cover and be protected from winter's worst

SOC Insurance 0800 298 4071

AROUND THE UK

All correspondence to:

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

Tel: 01527 403596,

E-mail: branches@saabclub.co.uk

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THIS LIST REPLACES ALL OTHERS

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Hello and welcome to another... well, the first edition of 'Driver' for 2012. It would be rude of me to not start by wishing you a very happy New Year, I hope you all had a relaxed time and did not over do it with the brandy! Well here goes, I will be in serious drivel mode for the remainder of this section, so I suggest you get a cuppa before we begin.

UKS Midlands Meet

To start off this marathon section we will go back to September 2011, where I met some of the guys from UK Saabs for a Midlands mini meet. This was held at Tamworth services and was attended by an enthusiastic bunch who thought nothing of adopting the service area as a Saab service area. There were all manner of things taking place, from swopping a full set of alloys, to changing hoses, I too was guilty, though 'mine sins' were minor. I just added a Maptun badge, courtesy of Oswald Reid, to the back of my car. Great to see Rob Beard and his mum June in fine spirits as ever. Well after the allowed two hours passed, we all retired to the local pub for refreshments where, of course, the banter continued - well done guys, great afternoon.

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NEC Classic Car Show 2011

Before I start rambling, I just want to say that without exception, Saab drivers have got to be some of the friendliest car drivers on the road, as confirmed by a member of no other than the Porsche Club UK! Keep it up Saab Drivers.

The weekend started really early for me, in fact it started on Thursday, 10 November, this was the set-up day, a time to get the cars and everything else in place, and believe me it is not an easy job. Anyway, I was met at the NEC by the rest of the team and we continued late into the evening setting things up, a fuller report is given in the following pages.

The date for the Classic Show this year is 16-18 November 2012, so save a space in your diary. Memories of ownership run deep for many ex-Saab drivers and they wish they still had one, in fact one ex-Saab driver, (now rejoined Member) Donald Thompson, told me the story of his wife falling ill at the wheel of a C900, which in turn resulted in a very nasty accident on the M6. The gentleman turned to his son and said, "If it was not for the strong build quality of the Saab, he would have no parents today!" The conversation ended with, which Saab would I

recommend? I suggested that he join the Club (obviously) and scour the websites or pop in to a Saab Specialist to see what would suit his needs, and of course please do call any of the SOC team, to see if we can help in any way - welcome aboard Donald.

A question asked many times is: Why do/did you own a Saab. The most common answer: It's different, it's not like the common marques you see on the road and every Saab driver always has a smug smile of knowing that they are driving something rather special – what are your thoughts? Maybe some of the 'did you know facts' may help.

Did You Know?

Here I have listed 20 really interesting facts about Saab AB, I bet you learn at least one thing here!

1. Greta Molander, a Swedish-born woman who began rallying in 1929, was the first driver to win a prize for Saab on the Monte Carlo Rally. She took the Ladies Cup in 1952, driving a Saab 92, ten years before Erik Carlsson achieved the first of his two Monte Carlo victories.
2. Saab once considered going into boatbuilding. In 1944, as war was drawing to a close, Saab the aircraft maker was looking to diversify into other products during peacetime. A number of aluminium-hulled boats, including some with hydrofoils in the bows, were built but in the end a Saab passenger car was considered to be a better bet.
3. It was back pain suffered by a senior Saab executive that prompted the development of the heated driver's seat,

AROUND THE UK



an innovation from Saab in 1971. The pain was particularly bad on cold, frosty mornings and a colleague devised a means of heating the driver's seat to minimize the discomfort. As the result was so effective and also so popular, the solution was put into production and today most mainstream manufacturers copy this great idea.

4. A 1:10 scale model of an early Saab 92 prototype was tested in an aircraft wind tunnel in 1946. Such testing was very unusual for production car manufacturer of the time but very much second nature for an aircraft maker. The final prototype's 0.32 co-efficient of drag was exceptionally low for a production car of that time and would still be competitive today. This idea has long been a Saab way of thinking, things have changed slightly now, this is mainly down to pedestrian safety - and those meddling European directives.
5. Rather like the first Model T Ford, you could have an early Saab 92 in any colour you liked - as long as it was Bottle Green. The paint was readily available in surplus army supplies left over from the war. Saab did not offer a colour choice until 1952, then of course we had those very 1960s/1970s colours, Bright Yellow, a very fetching Orange and who can forget that questionable Brown? Nonetheless, the cars sold in great numbers.
6. In 1993, Saab adopted a feature commonly found in aircraft cockpits when it introduced 'need to know' instrument and information illumination on the new Saab 900. The innovative 'Night Panel' feature on Saab cars allows the driver to eliminate potential distraction by switching off main fascia displays, except the speedometer and essential warning lights. Needless to say, I bet in the next decade (yes that long) lesser manufacturers will adopt this and say, "Oh look what we have designed", it's a bit like the daytime running lights and headlamp cleaners that Saab developed many moons ago!
7. Saab engine guru Dr Per Gillbrand, often described as the father of the production Turbo, has a very simple explanation for his commitment to turbocharging. "All engines have an oil pump, a fuel pump and a water pump", he said. "So why not an air pump, which is all a Turbo really is? I think it's odd that all engines don't have one!" Of course today, there is hardly a car produced by other companies without the Turbo which Saab pioneered and developed for everyday use.
8. Saab staged what is probably the world's highest car launch when it presented the Saab 9-5 Aero Estate in 2000 at an airstrip near a New Mexico ski resort in the United States, 2,650 metres (8,700 ft) up in the Rockies.



A QUESTION ASKED MANY TIMES IS: WHY DO/DID YOU OWN A SAAB. THE MOST COMMON ANSWER: IT'S DIFFERENT, IT'S NOT LIKE THE COMMON MARQUES YOU SEE ON THE ROAD AND EVERY SAAB DRIVER ALWAYS HAS A SMUG SMILE OF KNOWING THAT THEY ARE DRIVING SOMETHING RATHER SPECIAL

Journalists were invited to carry out acceleration runs with the new Saab and other high-powered cars from premium class competitors. The results demonstrated how Saab Tronic engine management was able to maintain the Turbo engine's performance, despite the thinner air of high altitude, while the other cars were left behind.

9. In 1966, to keep the arrival of the upcoming Saab 99 secret, endurance testing of prototypes was carried out inside an old aircraft hangar. Non-stop runs were conducted as the prototypes circled round and round for several days at a time to test driveshaft durability.
10. The bestselling Saab of all-time is still the first generation 'Classic 900'. A total of 908,817 were built between 1978 and 1993, of which 48,888 were Convertibles. Widely viewed as one of the most charismatic Saabs, many 900s are still seen on the road today, 13 years after production ceased. Some are treasured by collectors, but most are used for regular daily transport. Saab reliability and durability has enabled them to clock up extremely high mileages, recorded mileage of 250,000 miles is not uncommon and with regular oil changes the engine will continue to be reliable.
11. In 2006, 20 years after its launch, total sales of the Saab Convertible passed the quarter million mark, confirming Saab's prominent position in Europe's premium soft-top segment. In many markets the Saab Convertible has been the best-selling model in its class.
12. When the cameras roll and the action begins, it is the Saab Convertible that often gets the part. Jack Nicholson 'As Good As It Gets', Matt Damon 'The Bourne Supremacy', Richard Gere 'Final Analysis', Paul Giamatti 'Sideways', Jerry Seinfeld 'Seinfeld TV show' and Reese Witherspoon 'Sweet Home Alabama' have all appeared in a Saab Convertible on screen, this is all down to its fantastic presence and sleek design.
13. As early as 1952, Saab set an industry standard in locating the Saab 92's fuel tank low down, between the rear wheels - for good impact protection and improved weight distribution.
14. In 1991, Saab set another industry design standard by introducing handy, under thigh, storage pouches on the leading edge of the front seat squabs on the new Saab 900CS and, of course, found on the earlier 99 and more

recently on the 9-3. This feature has now been commonly adopted by other manufacturers.

15. The smooth, choreographed action of the Saab 9-5's cup-holder so impressed a UK journalist from 'The Times' newspaper, he likened it to watching a Saab Gripen fighter rolling out of formation and lowering its undercarriage before coming into land.
16. Saab engineers love to 'talk torque' when discussing turbocharging, referring to the effortless tidal wave of pulling power that is on tap without needing to 'rev' the engine hard. In fact, the long, flat torque 'curve' of a typical Saab turbo engine has frequently been likened to the plateau-like profile of Ayers Rock in Australia.
17. Gunnar Ljungström, the aircraft engineer who led the Saab 92 project, maintained a spirit for innovation long into his retirement. In his 80s, he designed a wooden chair that converted easily into a step ladder for elderly people in the home. It was produced for a time by a firm in Trollhättan, Saab's home town.
18. There are several good reasons why the ignition in Saab cars is traditionally placed between the front seats. Good ergonomics, inherited from the cockpit design of Saab aircraft, dictated an easy-to-use location adjacent to the handbrake and gearshift lever. This position also reduces the risk of knee injury in a crash impact. And it is no coincidence that the central console is where most controls can be found in aircraft.
19. In 1985, long before green energy became an agenda item, Saab's first concept car, EV-1, featured solar roof cells to power a ventilation fan to keep the interior cool when parked in hot temperatures. It also included integrated, self-repairing bumpers and an instrument 'Night Panel' facility, both features to appear on later production cars.
20. The design of the innovative rear cargo tracks on the Saab 9-5 SportCombi was inspired by the seat-mounting rails used in the cabin floors of passenger aircraft. The tracks are strong enough to support the entire weight of the car, as once demonstrated at a 1998 UK press launch, when the complete vehicle (minus fluids) was suspended on a crane from just two hooks in the tracks.

To summarise... when you next get into your Saab, take a look around your cockpit and admire all the safety and features you have right now, which other models will have sometime in the future!

AROUND THE UK



SOC AGM

Thank you to Cambridge Saab for hosting our AGM (again), I thought by now you would have been sick of us! The meeting was opened by Richard Elliott, then James Howarth, the Dealer Principal, was invited to say a few words, he, as with all Saab drivers, are very upbeat about the direction of Saab. He is confident that within the next 12 months we will start to see just how great Saab is. The Saabs that were allocated for the UK MY2011 have all but sold, and the new 9-5 Estate we hope, will be on our roads in the early to mid part of 2012.

I was most pleased to see a steady stream of customers and potential customers coming through the door at Cambridge Saab. I hope the gentleman I met with the 1990 Morgan bought the 9-3 he came to purchase, and joined the club as I suggested. This year was the 39th SOC AGM and with that we welcome our new Chairman, Mike Philpott. Most, and I mean most of you, must have bumped into Mike at one venue or another, he is a fantastic guy. I am not just saying that because he is stood behind me with a big stick! – he really is a nice guy and I wish him all the best in this very important position.



Around the Branches... Christmas 2011

As regular readers will know, I am forever popping up at our local Group events and throughout last year I was kept busy visiting events all around the UK. So to that end I thought this year I would end my 2011 Saab season with a visit to a Group Christmas Meal - well in the end I went to two of our SOC Group meals.

First I attended the South West Saab Group (Yeovil), where over 30 Members attended. What a great night and though I was robbed by them of winning first prize (again), I managed to win a Tax disc holder - when you bear in mind the top prizes were very nice Saab shirts and even a nearly Flat LCD TV! There was nearly a riot when I opened my 'prize', as usual my cries of 'unfair' fell on deaf ears, but seriously though, it was a great night and fantastic food - and, before you ask, yes Mrs Ellie was there, hence I was on my best behaviour. Well done guys and hope to see you sometime this year. Oh and special thanks to all the people who helped out/organised this great night - you know who you are!



Lancashire Saab Christmas Meal and get-together

After last year's fiasco of trying to find a pub to accommodate us at short notice this year has been a pleasure to have our regular monthly meetings at the Hesketh Arms in Rufford. What a warm friendly pub, always has a good atmosphere even on a Monday evening. As the colder months approach we're never too sure as to how many will attend the Christmas gatherings but wow another packed night with over 20 of us meeting up to have our meal. The food was excellent, company excellent and lots of prizes for the raffle.

I must say a big thank you to Peter O'Carroll from euro-saab-parts-direct.com for his magnificent gifts of a hamper, bottles of wine and whiskey and a few goodies from Sharon Foxley the SOC shopkeeper... and all who went out of their way to bring a prize. Thank you very much, although I think Dave Vivyan fixed the draw. Roll on 2012, keep Saabing.

Steve Alty

My next venture was the Beds, Herts and Bucks Christmas meal, now my funds are really low as all this fuel is costing me an arm and a leg, yet, I never let down our Groups, so braving the icy blasts of the M1 on 10 December 2011, we arrived at the Green Man (Eversholt). The car park was already buzzing with an array of parked Saabs, I managed to find the last available slot and hastily popped the 9-3 into position. On entering the pub a lot of familiar faces were already armed with the necessary fluids to sustain them until mealtime. I sat with Will and his wife Christine, (you might know him as sgould on UKS) what an interesting lady Christine is. As we all know, accountants are renowned for being possibly the most boring people on earth, well sorry, now I have been proved wrong for Christine is in fact an accountant, with a 9-3 fully Hirschted, and believe me, she is not afraid to use it. She reminded me of Rachel Hillier from the East Anglia Group, who has a 9-5 Aero - and again let's just say she also enjoys spirited driving. Have we a new section of ladies with all these powerful motors? Watch out you guys, the ladies are taking over!

Anyway, back to the meal, fantastic food, great company, it was fantastic to see you all. Special thanks to Oswald Reid who could

not attend as his wife Alison was recovering from dental treatment, yet refused his meal refund and insisted that Christian Sawers spend it on buying us all a drink!

As for the quiz, yep you guessed it, Mrs Ellie and I came last (as usual), Christine and Will came second and the winners were Mark and Jill, well done. Paula Sawers also kept all the conversations going and we were all very grateful to her for being so supportive of the Group. Lastly, thank you to our hosts James and Louise, at the Green Man.

Branch Books

Branch Books are due back no later than 31 March 2012. As explained last year, the accountants want our records shortly after that to complete our returns for 2011/2012. If I do not have your book by 31 March 2012, then unfortunately I will not be able to submit your returns for the year 2011/2012, as the accounts will have been closed off.

That's all for this edition - see you soon.

Ellie



NEC CLASSIC CAR SHOW 2011

This event is possibly one of the last events for car enthusiasts in the motoring calendar, which seems to be over all too quickly. All the major 'movers and shakers' from all walks of the motoring industry always attend this event. Top Gear, Wheeler Dealers, Meguiars polish, an absolute host of car spares suppliers and of course, the Saab Owners Club GB, was there to fly the flag.

The event took place over three days, though the preceding Thursday was set-up day which is a really hectic day, not only for the organisers, but also for the trade stands and static vehicle displays. Our events team was very punctual and all arrived on time, although John Bird (99T) had a bit of a drama as he had cleaned and vacuumed his car the night before, thinking that the next morning he would just jump in and drive off. Well, that's not too much to ask, is it? Well yes! As he turned the key and started his engine, smoke started billowing from beneath the bonnet, 'Oh No!' – or words to that effect – roughly translate to those billowed to his wife Elaine. The car was on fire, so armed with a fire extinguisher, he opened the bonnet and found the smoke to be coming from a relay which in turn had caused cables to overheat and start the burning. Well after a couple of dramatic

hours with Martin Byfield of Jamsaab, the fault was rectified – panic over. John will be forever indebted to you for your help.

Back to the event, before I ramble anymore and forget what I have written, I just want to say thank you to the guys who firstly took time off work to help out and also provided the cars for the stand. In no particular order:

- Julian Little (C900 Convertible).
- Jason Cross (C900T16s flat front), which are getting pretty rare now and to my horror he uses it everyday to get to and from work. Incidentally, Jason does all the maintenance on this car, not just your average oil change etc, he is at the engine and gearbox rebuild level.
- Derek Best (96 Two-Stroke), boy this guy gets everywhere with this car! I think he has conquered most of Europe.



- John Bird (99T) modified to John's own specifications and the great thing is he uses this car everyday as his preferred means of transport, although he has a great 9-5 Aero.
- Last, but by no means least, the little Sonett III owned by Mike Philpott, again Mike is not at all scared to use his Sonett, come rain or shine, the admiring glances of the public as they stopped by brought a tear to my eye... well nearly.

Thank you guys for providing the vehicles, the fact that the 'youngest' car there was the C900, (nearly 25 years young), and they are all used daily speaks volumes for the build quality of the Saab car and I guess the oldest must be the 96 Two-Stroke, it was an 'F' reg, that's a 1967/1968 and still as fresh as the day it was born.

The next section of 'thanks' is to those hard-working people on the stand, without whom, I could not have done it. So, in no particular order, John Viggars, Shaw Wilson, Mark Blewitt, Rob Beard, Rob and Carol Gray, Hilary Philpott, Dave Ross, Elaine Bird, Greg Styles, Geoff Calvert and Toriah Wilson, I thank you for your excellent work, for being ambassadors of the SOC, and making our Members and new Members welcome.

I was stood talking shop with Rolf F when I overheard a

conversation behind me and someone mentioned, 'I am from Vietnam'. I excused myself from Rolf, as I knew that had to be Garry Weston from Ho Chi-Minh City! I had never met him, but he has sent me much correspondence and he always complains that he loves the 'Driver' but hates what I write as he always misses out on the events as he works in Vietnam. So this year he made it his mission to get to a show and meet me in the flesh, I hope it was not too scary an experience and that you will continue to keep in touch. Great to meet him, now all you need to do is book a series of long weekends to attend some of our local and National meets!

Among all the highlights (as if there was not a dull moment), a lovely lady came up to the stand all shy! Susan Elford with husband for back-up and requested a joining pack. Well you know me, anything for a chat, I enquired what Saab did she own and hats off to her, a great choice of Saab, she has a 95 V4 – well I nearly collapsed, I really expected her to have a 9-3 Convertible or something. There is a lesson here, never, ever, assume anything! Anyway, Susan is looking for a new fuel tank for her 95 V4 Estate as the current one has the usual problem of corrosion. If you can help let me know and I will pass on the



details. Incidentally, her husband cannot handle the column gear change of the 95, I gather he prefers his Daimler (he will come to Saab one day) but look on the bright side Susan, at least he will never say can I borrow your car!

All weekend we were busy and joined up a record number of new Members – I welcome you all, please do write in to me with your stories or experiences. Sorry I should be more clear, I don't want to hear about your electric bill, or you think you were abducted by an alien (unless you were in your Saab when it happened), I would love to print your stories, or whatever you would like inserted in this magazine, after all it is your magazine. Also as usual, it was great to catch up with some old friends, who I have not seen for a while.

Here's a bit of an exclusive heads-up for you, in the next issue of 'Driver', for those of you who know 'Gavin and Stacy' (the TV programme), the Saab 900 ('P' reg) driven by Larry Lamb will be advertised in this very magazine. I think the first person on the phone will buy it, as it will be sold off pretty cheap as the props manager advised me there will be no re-run of the programme, so watch this space.

Our great Aussie mate, from Tasmania and recently working as Saab's in-house blogger. He wrote: "The NEC Classic Car Show is the biggest of its kind in the UK and last weekend 1,400 cars and many, many more people packed into the National Exhibition Centre in Birmingham to take in the automotive sights. The Saab Owners Club GB were there with a wonderful

display of Classic Saab vehicles. I'm reliably told that a lot of the leg work was done by Ellie W, who is like a force of nature when it comes to organising and promoting these types of activities, (my first time meeting Ellie was when he sold me a Saab Owners Club T-shirt!). There's always a team involved, though, and a number of Members presented their vehicles at the show and manned the stand over the course of the weekend. Congratulations to all involved (and I still love that Sonett – Mike Philpott)."

Thanks Swade, it was way back in 1997 when we first met in Trollhättan. I hope you have cared for the polo shirt and only wash it at 30 degrees. Oh, and I hope the SOC GB sticker is proudly displayed in your car in Sweden!

Sorry... back to the show, it seems that every Saab driver stopped to say "hi", and not one person left our stand without a smile. It seems the Saab driver is a very pleasant kind of person, I had a Member come over for a chat, he was actually on the Porsche stand and he said that 'although he is a Member of the Porsche Club, they are no way as welcoming as the Saab driver, even in everyday life', I guess we are just... well



nice people, as I was saying before I went off into my normal drivel. All the cars on the stand are cars that are or will be used throughout the year and although these cars are enjoyed, they still look absolutely fabulous and they were all admired by the visitors to the NEC. Because the Members were enthusiastic, they all took time to discuss the cars, in many cases even suggested solutions to problems they had with the cars. One passer-by asked me why his turbo gauge was not working. Well you might as well ask me to perform brain surgery. I can just about do my brake pads and change my oil, let alone working out all those pipes and leads. Luckily I had an anorak... sorry I mean Jason close at hand to answer the question, so yet another happy customer.

As the final day came round, my poor back and feet (because of my high heels) were killing me and the final farewell of the sounding of horns (it's the traditional goodbye) happened, time to take down the stand and pack it all away, the air was then filled with the rich smell of rich fumes from all the old cars, and it was time to exit. A great time was had by all on the stand and I hope all our visitors enjoyed themselves too. If you are a new Member, welcome again to the SOC and don't be a stranger, please keep in touch.

For the 2012 NEC Classic the date is 16-18 November, I will of course let you know the discount code for admission. When the finalised floor plan is issued I will let you know more details. In the meantime, the SOC diary for 2012 is coming along nicely and the local Groups are doing a sterling job. You poor things will have to suffer me one of the days at your local event (Oh joy I hear you cry).

Question for all our Members

When does a car, any car, become a Classic? Is it down to age or maybe that they are no longer produced, or even because they are rare? I would love to know your answers, as I was asked why we don't have a GM9-3 on the stand, or even a 9000. I did have a 9000 one year and of course, some people said... "Well that's not a Classic is it?" So I would really appreciate your help... answers please!

Finally, I thought I would just give a quick roll call to some of our new Members who joined at the NEC. If I missed you off, I will give you a special mention next time.

- Domic Zampella C900
- Ceiriog Hughes 96
- Richard Barrett 9-3
- Susan Elford 95
- Alan Dawson 96
- Graham Eason C900
- Steve Bullivant 9-3
- Raymond Croxhall 9-5
- Malcom Dixon 99
- Mark Entwistle C900
- Mariah Cottage c900
- John Paice 9000
- John Hewitt 9-3
- Phillip Stemp 96
- John Green Sonett
- Kamran Malik 9-3
- Chris Balcia 9-3,
- Mr & Mrs H Myers 96
- Alex Locking 96
- Mr & Mrs Thursfield C900 & C900 Conv
- Bernard Loader 96
- Richard Little c900 Conv
- Andrew Younger 93
- Matthew Brown 93
- Lloyd Baldwin 9000
- Desmond Parfitt 9-3
- Alex Forjeski 9-5
- Sarah Duncan 9-3 Conv
- Paul Forrest 9-3
- Mohammed Mugal 9-3

I will print the others in the next issue.

That's it for this NEC 2011 section, I hope you enjoyed it.

Ellie

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The efficiency of a Two-Stroke engine can be compromised, due to increased exhaust back pressure, when the exhaust pipe and mufflers become partially choked with carbon deposits. The exhaust pipe and mufflers must either be replaced or decarbonised by blowing through with compressed air while the pipe is heated.

Robert Hubbard has written with regard to this and has supplied some photos:

"The pictures show a rusty old Two-Stroke front box which I sent up to be copied. It was inherited and unknown. I put it on the bonfire some years ago and it burnt for hours. The very clean condition of the interior shows that there should be no need to replace them, just weld patches on the outside.

"The replacement pair was made by SES, the Stainless Exhaust Specialist, at Huthwaite near Sutton-in-Ashfield, who have the pattern and the jigs (01623 552262).

"I also recall burning an oily rear muffler with a blowlamp creating clouds of blue/black smoke which upset the neighbours. Upon

refitting to the car the improved performance was amazing.

"I have just had to replace a set of inner universal joint rubbers, the 'doughnuts' after 6,900 miles (2007). I should have done it sooner but waited until they squealed, which is when the drivers have already eaten into the clamshells. Any guidance about preventative maintenance? Should one change them every 5,000 miles? I have been making enquiries about polyurethane replacement – how many takers would there be?"

Many thanks for the letter Robert - visual inspection of the rubber 'doughnut' and feeling for any excessive play in the joint is, as far as I am aware, the only maintenance required. The polyurethane replacement sounds interesting.

If anyone has more information on this or is interested in the poly 'doughnuts', please let me know.

Happy New Year to everyone. Safe Two-Stroke Saabing!

Peter



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V4 REGISTER



Peter Christy's 96 and (inset) 95

Happy New Year everyone!

2012 sees the 35th anniversary since Saab stopped importing the V4 range into the UK. The final run of Cardinal Red 'Souvenir' 96Ls remains a sought-after car and a good example of this model is one of the best looking 96s ever, in my opinion.

2012 is also the year that Ronan Sill's immaculate Verona Green 96 reaches 40 years old, and he has been in touch to tell me that it is now for sale.

"I have decided to sell our 1972 Saab 96 due to retirement and six classic cars. One 911 Carrera has gone, one 2CV van is going this week, now is the turn of the Saab. My wife does not want to drive it lest she damages it and does not like the column gear change. The car was fully restored from a rust-free bare shell. It cost me £7,750 five years ago. I'm forwarding pictures, should you know of someone interested.



Ronan's 96

If it does not sell, next year I will attend some Club meetings. Recently we went to the Neobrothers' meet at Cadwell and the car created a bit of interest. At the time I had not taken the decision to sell it."

I did see the car at Cadwell, although I was a tad pre-occupied with rewiring the injection loom on our 900 to spend a lot of time studying the 96. However, I can confirm that it is absolutely mint and one of the best examples I have seen recently. If you are looking to invest in a really sound V4, feel free to speak to Ronan!

Ignition problems - follow-up

Keith Harding has been in touch:

"I am responding to the item in this month's 'Driver'. I have a 90bhp engine in my 1974 V4, courtesy primarily of a twin-choke Weber. From

the outset it ran poorly on single choke motoring but blasted into life when second choke cut in. I invested in a Lumenition system, electric fan and valve adjustment, but with little improvement. Finally I swapped NGK7s plugs for NGK6S and there was a 'eureka' moment, as the car pulled away at 10mph in third - all hesitation and stuttering a thing of the past. The car is now a pleasure to drive in town and it does not require the higher revs demanded by the 7S. Hopefully this will be helpful to others, as I believe changes in petrol characteristics is a little understood feature of classic car motoring. Perhaps one of the Club technical chaps could give us the benefit of what is happening on the fuel front? I also had the Weber renovated by Gower and Lee of Watford for £100 and this is a well worthwhile exercise - they can also supply new Webers from £200, which seems very reasonable in this day and age."

I have to say I am surprised that you were running BP7ES plugs in a V4. These are the same plugs used in the 8-valve Turbos and would seem to be far too cool running for a V4, even in mildly tuned form. The correct plugs are indeed NGK BP6ES and as you have found out, the cars do like the right plugs! I would always recommend these over anything else, even the 'equivalents' listed in Haynes, etc from the likes of Champion, etc.

Peter Christy has been in touch in response to the original query from John Downing. He writes:

"I was fascinated to read John Downing's experiences with ignition timing, because these reflect what I too have found - though I haven't taken it to quite the extreme that John has! When I acquired my 96 (UUH 745J) some three years ago, the performance felt very flat despite having a Weber 28/36 and a devastatingly noisy Highgate exhaust!

"Back in the late 1960s/early 1970s I owned a 96 which I had tuned by SAH Accessories to a very similar spec. Was I seeing the past through rose-tinted glasses? Did it just feel slow because I was comparing it with modern cars? Well, the manifold vacuum was well down on where it should have been, so for the last three years I have been tracking down a variety of air leaks!

"I found the major one pretty quickly! The wrong bolts had been used to secure the inlet manifold! They were too long, and had 'bottomed' in the holes before the manifold was nipped down! The manifold was a bit of a bodge anyway, but I managed to locate a genuine Saab/Ford item, which not only vastly simplified the throttle



linkage, but by turning the carb through 90 degrees, also stopped it dying of fuel starvation on left-hand bends!

"All this improved the manifold vacuum considerably, but the car still felt flat! So I started experimenting with the ignition timing. I've advanced the static timing to 10 degrees. This provided quite a dramatic feel in 'liveliness' of the engine, and there is no sign of pinking. However, it does get hotter quicker when stuck in traffic in the summer! It could probably stand a bit more advance, but if I do, I will be 'off the scale', unless I make some more marks on the pulley!

"I've recently traced what I hope is the last air leak - a worn spindle on the Weber carb, something to which they are prone, I believe! Now that it has been sleeved, the vacuum is back up into the green, and the tickover vastly improved!

"So yes, my experience reflects that of John. Advancing the timing makes a significant improvement to the running of the engine.

"The Highgate exhaust has now been replaced by a Jetex - much more civilised - and the car will cruise between 70 and 80 all day whilst returning 37mpg on the motorway, and around 34 in town.

"I've also recently taken charge of a Saab 95 (JYB 881K), which is probably best described as 'scruffy but serviceable'. The picture flatters it somewhat, as the paintwork really isn't that good! However, the car is structurally sound and running well. It will need a bit of work before the MOT is due in December, but once I've got it through that, and know where I am, then I can start a slow, rolling restoration!

"I've already fitted it with a Weber 34 inch and a home-made CD ignition system (anyone remember the Practical Electronics 'Scorpio'?) and a couple of new tyres. At the moment it is running on the standard ignition timing, but I think I am about to change that!"

Many congrats on getting the 95, Pete, I always consider the 95 to be the ultimate Saab enthusiast's car. Looks tidy enough to me, too!

Kiwi Assistance required!

Richard Sutherland-Smith has been in touch asking for advice on where to source a new pinion and crown-wheel set for his 1972 96 V4. Apparently there are none in New Zealand - unsurprisingly! I know that HC Thing in Denmark had a batch of extra-tall C&P sets produced a few years back, but as far as I know these have all been sold. If anyone can advise where Richard might be able to source a new set, or even a good used set, please get in touch and I will pass the info on to Richard.

Where are they now?

As you may recall, I occasionally get asked to help track down people's old V4s. A recent enquiry came from Brian Collins who is looking for PVT 105L, a car he and his son Lee rebuilt about 20 years ago. As Lee is about to hit the big 4-0, Brian and Lee's wife would like to find the car if possible. I don't have a record of it on the register and a quick DVLA search did not throw up anything useful, but if you know differently, please get in touch.

North East Scotland Members unite...

Following Derek Damell's enquiry about other V4 enthusiasts in 'his area' of the Black Isle, I have had a mail from Graham Ballantyne who lives a mere 100 miles away in Aberdeen... it's easy for those of us further south to forget just how much geography there is in that beautiful part of Scotland!

Graham writes:

"I have owned Saabs since 1976 and still have that 96V4. My current 'road' car is a 2001 93 Aero Convertible and my wife has a 2002 five-door 93 hatchback. I restored it a few years ago while my wife was recovering from a stroke and really enjoy taking it out on high days and

holidays. The garage is full of spares! It has been giving trouble recently and is in Huntly with a pal who still races a Hillman Imp! Hopefully he can sort out my running problems. I'll keep you posted. Kind regards and keep up the great work with the Register - it is most useful and interesting."

Thanks for the photo, Graham and for the feedback - much appreciated! Don't hesitate to get in touch if you want any help with your car's running problems.



Graham's 96

96 available to be rescued?

Roger Cotter from North Wales has been in touch looking for some help to find a good home for his White 1973 96V4. He writes:

"I jacked it up in 1984. Basically, I always wanted one and thoroughly enjoyed using it - especially when the free wheel came into play. A very different driving experience and interesting for unknowing passengers.

"It's in Llay, between Wrexham and Chester - it's in my garage - an integral one with the house, and frankly, I had not thought of a price for it - my concern is more to its survival than it having any value so I will be guided by you and the commitment to its survival of any person prepared to take ownership."

And a subsequent mail from Roger provided some photos and the following update:

"Fortunately the rain stayed off when I took the photos - I forgot to say the interior is green/black and all the regular accoutrements like head restraints and the cushions are still in it as are 'the junk holders' by the wheel arches, the tyres are rather good having been kept in the dark with no weight on them - and yes it's now back on axle stands pending its new home. It will have to be trailered because it looks like the seals have gone on the brake servo although I did not find any leaks.

"I checked out the struts/suspension areas that are so prone to rusting/cracking, but it seems like the dehumidifier and waxoyl have done their thing properly and things look fine in these areas. I did tend to be a bit obsessive with the waxoyl and it is still very difficult to get off - a good reason to use it then?"

Thanks for all the info, Roger, and the photos do suggest this would not be a big task to tidy up and put back on the road. I suspect I actually know this car from my youth growing up in that part of the world, although I haven't got a definite memory of the car - I must be getting old! If you are interested in helping to save this 96, please get in touch and I will pass your details on to Roger.



Roger's White 96



Mike Thompson carb article

Sorry for not having the time to include Mike's article that I promised last time, having been away from home for five days a week for the last two months I haven't found the time to type it all up. If you could mail it to me Mike, it'd save me a lot of time! That's all for this issue, folks - I hope you had a great Christmas and gave your V4s lots of presents... here at The Granary, Rose's 96 received a new home (finally got new doors fitted and a ramp built to access the barn that is my new garage) and new clutch slave cylinder seals!

All the best, Al



99s At Work

For me, one of the great attractions of the 99-90 models (aside from their looks, handling, etc) is their sheer practicality as an everyday car. So whilst it's great to see cars at shows, I was delighted to be sent this recent picture of Michael Brook's 99 hard at work. He writes:

"Thought you might like this photo of my 1980 99GL 'earning its keep' last August on its way back from taking two of my motorbikes for their MOT test. The car's now done 210,000 miles and is still on its original engine/gearbox, although it did need a new clutch at 160,000 miles. The car cost me £500 in 1993 from T&W Motors in Pontefract, West Yorkshire (telephone 01977 799503) who currently have a restorable 1972 99L should anybody be interested... before it's broken for spares."

I last heard from Michael in 2009 (his car featured January/February 2009 'Driver'). Glad to hear it is still going strong. For any motorbike fans out there in the SOC (I know there are more than a few!) he adds:

"The nearest bike to the camera is a trials bike built from a 1968 BSA Bantam as a basis – how many readers owned/rode/passed their test on one in the 1950s/1960s? The far bike is a 1977 Ossa 250 trials bike – SOC Member in the USA Ed Lorenz had one (maybe still has?) identical to this one. The sump plug from that bike fits a Saab 99! Same thread but with 19mm hexagonal so much sturdier."

Thanks for that, and if anyone else has pictures of their cars still 'at work' it would be great to see them.

Talking of practicality, it's not often that I fill the 90 right up with fuel these days – it's hard to bring yourself to put over £70 in the tank. But when I had a couple of long journeys to do recently I did, which gave me a chance to check the fuel economy. I was pleasantly surprised to be getting around 30mpg on a long run using super unleaded, which is specified for the 90 though it doesn't always get it! Also I was pleased to find, after not being used through the summer months, that the rear screen demist that I fitted last year still works. However, I have had to replace the battery again as it

suddenly started to turn the engine over more slowly. I've learned not to ignore this warning sign. Last time it failed within the warranty period but this time it was just a few weeks over the two years, so I wouldn't recommend Banner batteries based on this experience. I've now fitted a Unipart with three-year warranty so we'll see. Whilst fitting the battery I noticed the top hat seal which secures the engine breather hose into the cam cover had degraded with the effects of oil/heat, leaving the hose fitting quite loose. Luckily I had a new one 'in stock'. This is another spare that is well worth keeping as they do need replacing periodically.

And For Sale

On the subject of cars for sale, I've had calls about a couple of 99s for sale, a 1984 model in Worcester and a 1978 four-door in Leeds. Both have had basically one owner from new so have good histories, but need some work to put them back on the road. If you are interested, please let me know.

No new registrations this month, but Grant Findlay did email to let me know his 90 is still extant and SORNed pending being put back on the road, so another one saved which could make it 21 on the road.

And not a 99 but...

Despite being on the other side of the world on a year-long world tour, our daughter Claire hasn't forgotten to keep in touch and look out for the important things, like this Classic 900 spotted in Seattle.

Stuart



C900 REGISTER

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



Hello and welcome to 2012. The festivities are behind us now and we have the whole classic year to look forward to with lots of events planned I'm sure!

I have a registration from over the water in Southern Ireland to add this month, Declan Cummins Member No 021011-9 has been busy restoring an early 900GL as you will see from his photos, Declan writes:

"I'm not very good at computers and emails and all of that, but I will give you a brief history.

"This is my first venture into restoration. My brother Jim owned the Saab 900, it was parked for 11 years. I got it started and I figured it sounded OK. Then I said: "Here goes." I stripped it completely; seats and doors were taken out.

"I got a man to cut out the rusty areas, the wheel arches, door sills, bonnet, and the cross member for the gearbox replaced. The only new part that went into it was a radiator. It was impossible to get new parts for it in Ireland. That is the reason I joined your Club, to be able to access new parts.

"I went to several vintage shows in Ireland in 2011, and I only saw three Saabs, two 1973 models with the V4 engine and one Convertible 900, so I said to myself, Saabs are rare in Ireland.

"As long as I have known the car it was two-tone colour. It could do with a set of shocks as it is very spongy on the road. I did not replace any radiator hoses but I would like to replace them. I intend

to replace old parts with new parts this winter, hence Alex you may be able to tell me where I can source new parts.

I intend to keep in touch, Thanks again."

Another new registration this edition is a convertible previously owned by Alan Harris which was featured in the Register last year. The new owner is Paul Burkinshaw, Member no 020983-7, I am sure he must be very pleased to own such a nice example, I certainly would be.

The final registration for this edition is from Elaine McFarland and Jim Whiston:

"We've recently purchased a 1992 Saab 900S Convertible (J460WRF) from Club Member Jeffrey Sharrock.

"It's a great car which has been very well cared for over the years. It's also a fitting replacement for our previous Saab, a '96."

Finally a sad word of warning from Ben Blythe:

"My Saab 900i SE, H668 WYW, in immaculate condition, with all extras, was stolen. Be warned, get an alarm, speculation it was stolen for scrap."

I am very sorry to hear this Ben, but thank you for bringing this to our attention.

That's all for now.

Alex

99TURBO REGISTER



CONTINUING DARRYL'S REBUILD

99 TURBO PROJECT Part two

Well, it has been just over a year since I started this project, and I think I am finally starting to see some daylight!

With the exterior of the car more or less done I turned my attention to the interior. I had planned to use all of the interior from the 99T which I had previously stripped out and stored in the 'loft' area of my garage. I had noticed that both the front and rear seat fixings were very different in the GL to the 'T' and would require quite a lot of work to fit, and indeed upon getting the interior down from the loft I discovered 'rodent' damage to one of the seats! It was at this point I decided to look for another interior.

I had heard that the interior from a 900 is a fairly straight forward fit into the 99. I began my search and came across a late 1992 900 interior in charcoal velour, complete with front and rear interior trims. I noticed the front seat fixings were slightly different but it was

in such good condition and at only £100, a deal was struck. I arranged to meet the chap at the services on the motorway. To my amazement he turned up in a 900, I had forgotten how large a 900 boot is with the seats down!

Once I had the interior at home I could assess what work was needed to make it fit. The rear seats fitted straight in and with a slight modification to the headrest brackets they fitted as well. The front seats weren't quite as easy. As it turned out the fixings are in fact very different and I had to manufacture complete new rear mountings and move the cross member back, and obviously make sure they were in the correct position. However, once they were in they looked 'the business'!

All correspondence to:
CHRIS FOXLEY, 99 Turbo Registrar,
Tyn-y-Celyn, Derwen, Corwen, Denbighshire, LL21 9SF
Tel: 01824 750639 E-mail: 99t@saabclub.co.uk



Next came the fitting of the trims and this went very well, no big problems just a slight alteration to the rear quarter ones and re-drilling of the fixings. I have to say it has transformed the interior, and I think it does go with the silver exterior rather well.

At this point I decided to run the wiring loom inside the car, fit and connect up the rear light units and mount the fuel tank complete with new fuel pump. With the interior in I fitted and wired up the instruments from the 99T including the dash top 'boost' gauge. I am keeping the interior fairly clean as I like the look of the standard dash with only possibly an oil pressure gauge as an extra. I have used the red carpets out of the 99T for the moment as obviously the blue GL carpets won't go but I'm not convinced on them so they may go at a later stage.

To complete the look of the interior I purchased a 'period' Saab rally steering wheel.

The next job on my list was one which I think a lot of people dread, the headlining!

With all the old material removed from the headlining shell, I repaired some of the damaged areas with fibreglass mat. I had already purchased the correct new material in the colour of 'empire grey' and using 'high temp' spray glue attached the new material. It didn't go too badly but as I'm sure those of you who have tackled this job know, it's a bit 'touch and go'! Anyway, I'm fairly pleased with it and now its fitted in the car complete with recovered 'C' pillar trims it looks sweet.

I managed to fit the inertia rear seat belts from the 99T instead of the 'lap' belts which look better.

So with all this weight in the car I decided it was time to get it on its wheels and off the home-made 'dolly'. My plan was to use the original 'Inca' ones which I still had from the 'T', however once again upon getting them down and inspecting them I realised that not one of them was straight! My missus has actually said 'so what have you used from the original 99 turbo?' That was a bit difficult to answer! To be honest I like the look of the Inca's when they are on an original 99 Turbo, especially one in black, but I rather fancied some Minilite's for my 99. I think they suit the later cars better. I managed to pick up a set of the Ronal eight spoke wheels. The car is sitting on its old steel wheels for the time being, I figured there's no point buying new rubber until it's ready for the road. My next major task ahead is the engine and gearbox rebuild, but that's for another time!

Hopefully the above story will inspire those of you in a similar situation, forget about 'EastEnders' and 'Coronation Street' – buy a heater and get stuck in. Come on guys get out there and get more of these cars back on the road! Remember your marque needs you, too many of these cars are rusting away forlorn or forgotten – it's not only Future Saabs that can be a Phoenix.

To all 99Turbo present and future owners I'd like to take this opportunity to wish you a Happy and Prosperous 2012.

Chris

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9000 REGISTER



Hello – Like a bad penny I have turned up again! The past couple of months have been rather eventful, why is it that simple jobs start off easy then multiply into vast complicated constructions? Our monobloc kitchen sink taps were constructed with some plastic parts that were purely put there to make them look 'pretty'. Unfortunately they had been chrome plated and the chrome started to peel off thus seizing up the works, so they had to be replaced. Did you know that most silicone sealants contain an adhesive? I do now, because the formica facing on the worktop came away when removing the sink to remove taps and the sink got bent too. Senior management said that the gas hob was thirty years old and was unsafe and ought to be replaced. So what started off as a kitchen tap replacement job finished up with one new set of taps, one new hob and two new worktops. Yes the new hob is smaller than the old.

Now about 9000 things. There are a lot of them about in a twenty-mile radius from Upper Layham, I have counted three definites and two probables. One woman I know, lives in Boxford about five miles away, I saw her putting her shopping into a 1995 CSE, so of course I spoke to her. Apparently her car had been demolished by a lorry when parked and she needed a cheap car quickly and this one was picked up for £450 no tax but nine months MOT. Both her and her husband were surprised at the car's performance during snow, rain and sun. They used the Saab in place

of the family's Mondeo Estate. The problem they had was getting the car serviced, they were not too happy with a forty-mile round trip to Cox of Ipswich. I asked why they did not take the car to Riddlesdale's Garage of Boxford, the lady said that the only class car they knew about were Porsches. Not quite true says I, the mechanic is ex-Cecil and Larter, the ex-Bury St Edmunds Saab dealers. So now they are going to take their car there for MOT, etc. We know about the mechanic because Dave Everitt took a 9000 sump into that garage to be cleaned and when he picked it up the mechanic asked Dave which 9000 he had got, consequently a long 9000 chat was carried on.

Our 9000 came with an aftermarket alarm/immobiliser/remote door release that, according to the vendor, did not work, I found that it did. I had disconnected the battery to change the radio, reconnected the battery and the car would not start, furthermore there was a very quiet hum coming from under the bonnet. If I turned up my hearing aid, I could just hear it. Some alarm! Found a push button in the glove box that had no effect, consulted a man who knows who told me to disconnect the whole thing. Took out glove box and removed the alarm control box, there were 24 wires going to this unit. Two I recognised as starter solenoid feeds so connected them together and the starter worked, no running though. The fuel pump must be involved then, so out with the fuse and relay panel and lo and behold the fuel pump relay feed had been



interrupted, that fixed, the car was now running. Did not bother to remove the alarm wiring loom. Fast forward six years and a problem has arisen, lock the car with the central locking and come out the next day and it is unlocked! This has happened several times while parked at home so had to remove fuse and lock the car manually. Spent an hour trying to locate a fault but no joy, so locked the car with the central locking and hoped. Just as I was walking away from it someone came up to his Ford Focus and remotely unlocked it, the Saab was now unlocked. His Ford fob would unlock both cars but would not lock mine. The chap told me that the car was fitted with an aftermarket alarm system which bypassed the Ford locking system. I wonder now if the Saab is fitted with a factory alarm system that has been partially removed. Investigated, and found that the console switch is faulty. As yet cannot get the switch cluster out to repair said switch.

A lady driving a Land Rover that she was not entirely in control of tried to T-bone me at a T-junction. The Landie was travelling much faster than the 30mph limit and the front of the 9000 was grazed, I had a look and our car showed no apparent damage. However, the next day the r/h dashboard warning light told me that an indicator bulb had blown, stopped to find out. The rears were OK, so by a process of elimination I came to the conclusion that the front one had gone. Yes it had gone, complete with the entire amber indicator

fitting. David Everett has lent me a white fitting that had been modified to take another bulb. The 9000 wiring loom has a socket behind each indicator assembly that is 'live'. Did you know that these sockets are connected to the reversing light system? They are great when living in the sticks as we do. I am now trying to get a pair of American fittings that are half amber and half white.

Now to new registrations. Ian Evans has sent me details of his 1990 Carlsson. It has a gas-flowed head, turbo mods and lowered suspenders and poly bushes. Bet that's fun! Alan French has acquired a 1987 one-owner Saloon from Sweden that must have been produced by Saab-Scania just before the Swedes went over to driving on the right-hand side of the road. Alan does not tell us whether it is right-hand or left-hand drive. Anymore info please Alan would be appreciated.

Paul Shepherd has gone bananas because he is registering two 9000s. The first, R899 GFV, is a rather nice looking Anniversary. His second car is an Aero 2.3, P363 HBC. The interesting bit is that this car has acquired Viggen badges. I think that a previous owner had got the badges and decided to fit the Viggen badges. Saab did not produce a Viggen 9000 model. I think this is a bit like the kids buying the 3 Series BMW basic car and fitting M3 tuning badges!

Cheers for now.

John the Crook

9-3SS REGISTER



Hello once again everyone, I hope that you all had a good Christmas and a very happy New Year to you all. Well, I have had a few letters sent to me recently, so I thought that I would just focus on those this issue. The first is from Colin Chapman whose 9-3 Aero has had a steering vibration issue. Colin writes:

"Hi Simon, I wrote to you back in September with regards to a steering vibration I experienced on my 9-3 Aero at speeds of around 70 mph. After three separate visits to my local dealer they have finally managed to identify and resolve the problem. I thought I would share the detail with you in case other Members have a similar issue although the fault and resolution was not what I was expecting.

"1st Visit: Wheels rebalanced and car/tyres checked for any obvious signs of damage.

"Wheels swapped around on the car and different set of wheels and tyres from another vehicle also tried. Still vibrating at 70 mph!

"2nd Visit: Driveshaft replaced under warranty as the issue appeared to be a rotational problem... apparently driveshaft faults are quite a common issue on the diesels so I am told? I am slightly disgruntled with the warranty company as they would only replace one driveshaft at a time rather than both. Still vibrating at 70 mph!

Lots of head-scratching by me and the dealer:

"3rd Visit: Saab technical department now engaged.

"Brake discs checked for signs of warping although nothing untoward being felt through the brake pedal... no problem found. Four wheels all checked for alignment... bingo! Front wheels wouldn't align. Fault found at last, the front subframe required adjustment.

"I can't for the life of me understand how the subframe came to be out of line... the only thing I can think of was when I hit a big pothole last winter (that also slightly buckled one of my nice shiny alloys!). Anyway, problem solved after two months... needless to say a nice long drive is now in order. I have to compliment my local dealer (Western Saab in Perth), for their willingness and persistence to find and resolve the fault, especially the head mechanic Willie Thomson who is probably sick of the sight of me!"

Thank you for that Colin, we now all know what to look for if that ever happens to us. I had a similar problem but it just turned out to be poorly aligned wheels – luckily.

I was also sent this letter from John Brown, John Writes:

"This is our sixth consecutive Saab since 1990. Number five was



and with roof rails we both feel is aesthetically 'balanced' and has attractive and distinctive styling; and after 21 years the Saab 'bug' goes deep! The decision was finely balanced between heart and mind. Alexander's then came up with an attractive deal for a six-month old 9-3X, TTiD, Automatic in Jet Black Metallic which tipped the balance – with heart triumphing! The one momentary hesitation was the colour; we had always avoided black as being impractical. It does, however, look stunning with a metallic finish and gives the car a certain 'presence' on the road.

"We have no regrets about staying with Saab – if only resolving the uncertainty over guarantees for the future could be made sooner rather than later so that those who have never owned a Saab begin to consider purchasing one as a viable option."

Thank you John for that great write-up and although at the time of writing, Saab's future still seems uncertain, the fact that you remained with the brand speaks volumes. Your car looks stunning.

Lastly, the loyalty to Saab by its owners has also been demonstrated in this letter that was sent to me by Thomas Delfs, regarding the spirit of us owners, who now more than ever need to try and help each other whenever we can. Thomas writes:

"Saab owners are really one of kind. A few weeks ago, whilst reversing into a space, I hit a nasty right-angled rail surrounding a lamppost and broke one of the lenses of my 9-3 SC. OK, I thought, time to do some eBay-ing. Nothing. So I tried a few car breakers... same again. I realised, with the current situation at Saab there will be a shortage of new parts but thought I'd try anyway... but alas, no stock. I even considered buying a whole set of the new ice-block style lights, but still nothing!

"Then I remembered reading about somebody in a forum who had made that very upgrade to their 9-3, so found the post again and contacted them to see if they still had the old lights and would they be for sale. A very nice chap replied at once, and told me he indeed had the old light and that I could have it for nothing! As a relatively new Saab aficionado, I was quite surprised by such a kind gesture, really quite unexpected by most drivers on the road today, but I guess that's where the Saab spirit and camaraderie is alive and well, even during these hard times for our beloved car company."

Thanks Thomas for helping to remind us that the Saab spirit is still very much alive and I hope that there is positive news about Saab's future by the next issue.

That's it for this issue, until next time keep those letters coming and drive safe.

Simon

ordered the week after the deal with Spyker was announced – a 9-3 Sportswagon, Turbo Edition, TTiD, automatic in Titan Grey. With Saab's future seemingly assured, the plan was to keep it for three years and then change to the new model 9-3. However, following an operation we needed a car with slightly higher ground clearance for ease of getting in and out and found ourselves looking for a replacement only 18 months after taking delivery. The obvious choice was a 9-3X. There were a number of factors that made this a complicated decision.

"We had come to appreciate the combination of twin turbo diesel, which was our first diesel, with automatic, including (in spite of initial scepticism) the option of switching to manual in certain circumstances, for example snow and descending steep gradients. The TTiD/automatic combination was going to have to be a baseline requirement for our next model. However, the highest ground clearance is with the petrol not the diesel version of the 9-3X – 35mm compared to 20mm. The diesel version also doesn't have the XWD which, although this may be heresy to some, didn't really bother us.

The crucial consideration was whether 20mm made sufficient difference. After a road test, arranged by our local Saab dealer, Alexander's of York, we found that the surprising thing was that 20mm does make an appreciable difference to getting in and out of the car. The future for Saab by now, however, was in an even more precarious position and the decision became one of what was going to come out on top in staying with Saab for our next purchase – heart or mind!

"Objectively, the decision would be to buy a car from one of Saab's competitors. Against this was the TTiD/automatic combination; the fact that the Sportswagon body on 17 inch wheels

New Registrations

Name	Address	Membership No.	Registration	Model/Details
Chris Cadman	5 Mendip Close, Lytham, Lancs	021020D-9	SV55 HYR	Aero Sportwagon V6 T Auto. Black Metallic paint. Grey interior. 62,000 miles, Year 2005. Chassis YS3FH51UX61013335 Infotainment upgrade, tinted rear windows. Convenience pack. Parking Assistance.
Paul Bate	9 Burrett Road, Walsoken, Wisbech	021032D-11	LB10 NFR	Sportwagon TiD Auto Turbo Edition, Black Paint. Black Leather Interior. 7,700 miles, Year 2010. Chassis ZS3FASAW7A1615205

9-5 REGISTER



Hi 9-5 fans, very light on emails and pictures this time – come on fellas get writing! Well, what can we chat about this issue then? I know, me! I used to be fat but now I'm thin and I'm good looking in an ugly kind of way. A little geezer but big on fun and attitude and I'm slightly mad. Seriously guys and gals I need some input from you all for this section of our wonderful Club magazine. I'm hoping to learn as much from you as you can learn from me and while I'm pretty clued up on the earlier 9-5s, I've a lot to learn about the later models. That's where you come in. Any stories good or bad (with pictures if possible) are needed so please get in touch, I'm running out of random waffle now!

Can't believe the king of waffle has just said that! I hope you all had a very nice Christmas and an even better New Year. Remember, a 9-5 is for life, not just for Christmas so look after yours and I hope you bought it something nice!

Mine, however, won't be getting much. I might wash it if the mood takes me, but some recent gearbox gremlins have reared their ugly heads and are causing me some slight irritation in fifth gear. That needs looking at when I get chance, running around in fourth as fifth keeps jumping out isn't doing my fuel economy a lot of good.

New Registrations

Just the one again, Mike Jackson from Bristol has been in touch with details of his new (to him) 9-5 Aero Estate, Mike writes:

"The car is a 9-5 HOT Aero Estate Auto. It is as standard in Silver with five-spoke alloys. This is my second 9-5 Aero, I traded in my Aero Saloon for this one last year (I have owned a 9-3 and a 9000CDE in the past). As a family man with three school-age sons, I find it a great asset and infinitely more interesting than any people carrier that my wife wanted to buy. For me the 9-5 and 9000 are the best Saabs because they look and feel like proper cars. The 9-5

cruises so well it's a wonder I still have a licence!

"I enjoy the car and struggle to know what I would own next (the 'Dame Edna' front and ill-aligned rear light clusters on the post 2005 9-5s are not attractive to me). Just before Christmas I was on the verge of buying a 9-5 Griffin as a second car, but I got ill for a week and was very housebound. The next time I knew petrol had gone up 3p per litre and I started getting cold feet about the Griffin! Shame, but at least I've still got the Aero."

Thanks for the info Mike, I hope your Aero turns out to be everything you wanted from a Saab 9-5 and more. I agree with your comments about the 9000s, I too have owned two in past years and I do miss both of them – fantastic cars.

It's strange the various comments I receive about the 'Dame Edna' looks, I love them myself and the chrome work doesn't bother me, but this can be colour coded which I have seen done and it looks really nice – that's if the chrome look doesn't do it for you.

I'm thinking if I can make my first gen Aero last a couple more years then a Dame will be my next 9-5, the second gen facelift didn't do it for me somehow, don't know what it is as it looks nice enough, but I prefer the looks of the early type myself. Then again I am rather strange as you all know!

Performance

Well I still haven't had time to visit my good mate Karl to get my software upgrade installed, my gear box issues haven't helped as long runs are a pain but the lack of spare time thanks to a crazy workload at the moment means time for car related guff is very thin on the ground.

So, a small paragraph or seven just to sum up where I'm at so far with my 9-5 Aero. He's running a Noobtune stage 3 tune, which sees him at about 285bhp (440 NMs of torque) on paper. To reach



this level of tune the 2.3 high pressure turbo powerhouse will require a couple of hardware changes to keep it happy, a three-inch downpipe is a must, the smaller standard downpipe just isn't up to the job and will see exhaust gas temperatures reaching silly levels, so the bigger downpipe with a sports cat really is needed. Also a 3.5 bar fuel pressure regulator is needed, shop around if you're looking for one as prices vary from place to place. A search on eBay will find you one at a good price. Dead easy to swap over so that's not a big job at all. The standard brown Aero fuel injectors are fine up to stage 3, but would need changing/upgrading if you plan to go higher. I've fitted a JR open air induction kit to mine and removed the original air filter and filter box completely. This isn't needed at all and won't give you any more power as the ECU and 20 million sensors scattered around the B235Rs engines tells it how much air it needs, fitting a cone or open air induction kit won't let the engine breathe more, but it will release plenty of induction noise, if you like that kind of thing, just so happens I do!

On the exhaust side of things, mine has a straight through three inch stainless steel system with dual back boxes and twin tailpipes, custom made by MIJ Performance Exhausts in Walsall – is this overkill or is it needed? Depends on how much noise you like really, mine is noisy and there's no getting away from that, but the larger bore exhaust will help exhaust gases exit quicker and give a healthy burble. OK, mine doesn't burble it roars, but that's the way I like it. So the bigger downpipe and race cat is needed, a full three-inch system after the cat isn't really needed, but it helps... and crackles like a crazy thing on the overrun!

I've yet to put him on the rolling road as he's not quite ready and the thought of ragging him to death on the rollers with a dodgy gearbox fills me with dread. This will happen soon though, so I'll let you all know the outcome. I've not added any pictures of mine and Karl's work as once again space is tight this issue, but for anyone interested, there is a project thread all about my car on the UKSaabs web forum – it's dropped down to page two in the projects section, as I haven't done anything lately worth updating it with, but there are tons of pictures in it for anyone interested. It's under the title 'Hi O Silver Away' and contains everything I've done to old Silver since I bought him a year ago.

Hmmm, Noobtune stage 3, what's that all about you may ask. Well, he's a very nice guy who knows his Saab onions when it comes to using the T7 Suite to upgrade and tune T7 ECUs. I've had four tune-ups from him in the past two years, on two different 9-5s, both ended up in the same state of tune and I had no issues whatsoever with either car, on the tuning side of things. I'm not going to hand out too many of his details here, but a quick search for him on the UKSaabs web forum will tell you everything you need to know.

He's a cracking guy, his knowledge on the electronic side of the Saab 9-5s is second to none, plus he's a darn good mechanic too! He's fast become a legend in his own right and is so helpful, he's unreal. His step-by-step approach to showing you exactly what he's doing to your car and explaining what it all means, and how it will

affect the performance, is just amazing. How he remembers it all is a mystery, I've tried and failed, and every now and again have to ask him to reboot my brain box! His good lady also makes the best coffee!

It has to be said, that other Saab-tuning houses are available, which route you take is up to you and there's a lot to think about before going down the tuning road, it's addictive for starters. You might think a quick remap to stage 1 is all you want or need, but soon stage 2 and stage 3+ will come a calling, and you won't be able to help yourself!

Who do you go with? Well, there again a lot of thought is required. All depends on the age of your car and if it still has any warranty. Me, well I tune my Saabs to a tight budget but do look around the likes of Hirsch, MapTun, BSR/Nordic, all big names within Saab circles and very easy to find – me, well I'll stick with Noobtune thanks, as that's everything I could ever want.

Will it destroy my engine? Well yes, it very well could do if your engine has suffered any sludging or has been fed the wrong oil. If there is little or no service history, you need to take a good look at engine wear, but if all's well, a tune-up shouldn't do any harm. If you know your car's history and you are happy everything on the mechanical side of things has been well looked after, then there shouldn't be any issues at all. Higher boost levels will seek out any weak spots, so things like intercooler/turbo hoses, vacuum pipes and boost control valves, etc could need replacing if they are old and worn, but it's a good idea to fit silicone hoses anyway, as they should outlive the car and the original rubber ones are not that clever. I've used a mixture of MapTun and Samco hoses on mine and they really are top quality. A sump drop and clean is another good idea, just to get a picture of how clean and healthy the engine really is before a tune-up, if the timing gear is quiet and the sump is clean, service history, overall condition is good and been kept up to date – go for it!

Is this going to hike up my insurance costs? Hmm, difficult one to comment on at the moment with insurance companies ripping us all off, but yes it will affect it, but by how much, it's hard to say. Mine was minimal but it's due for renewal next month so I'm expecting to be doing a search on the interweb anytime now.

How much difference, will a tune-up make? Loads! Remember that 'throw you back into the driver's seat' feeling the C900s used to give you? Say hello to that again! The mid-range grunt and acceleration is amazing, something that was lost with the later demand for big but quick, quiet, comfy cruisers. Top end will be higher, but I honestly couldn't tell you by how much – Wink, wink!

What about fuel consumption? Well obviously that depends on how you drive it, but a tune-up can have a positive effect on fuel consumption if driven correctly. It's a big old bus, so fuel has been a constant issue with these cars, but mine hasn't really got any worse and I do drive them hard!

Well, I've taken up way too much of your time and the limited space, so Happy New Year.

Johno

New Registrations

Name	Area	Membership No.	Registration	Model	Colour
Mike Jackson	Bristol	020854D-11	RY05NKD	MY05 9-5 Aero Estate	Silver

MOTORSPORT

Magic McCombie and Craig Wallace in the 900: sadly the fly wheel detached on Friday night. Undaunted, Magic towed the car to Scotland worked overnight, rejoined the rally on Sunday but couldn't beat the problem and the fly wheel detached again on Sunday morning. You have to admire the effort.



Ten cars for 2012 Roger Albert Clark Rally



Steve Higgins and Caroline Lodge, local lady from Tindale Fell, long nose Two-Stroke. Steve made a big impression on his first event in the forests, we will expect great things of him next year.



Colin Hope and Nick Patrick 96V4. Theirs was the best team performance, they beat many more powerful and younger cars to come an impressive 13th overall in the event and 2nd in class.



Jim Valentine and Jonathan Lodge, local man from Tindale Fell, bull nose Saab Sport Two Stroke. They won their class and took Third Historic.

Noisy, big, beautiful, a little bit scary, exciting, exhilarating, exhausting, bad for your complexion and fast. There's usually snow, there will be teasing, there may be tears, there may be victory, there may be talent and no talent, there may be repairs and there may be recoveries. Service might be in a big puddle but there will be delicious dinners, there will be divine home-bakes, and there will be delays. Oh, and we may damage stuff - it's the Saab Historic Rally Team for 2012.

Next year we celebrate 50 years since Erik Carlsson's 1962 hat-

trick of wins on the RAC rally - an accomplishment that no one would repeat for a decade. We are also going to build on the astonishing momentum the Saab Historic Rally Team achieved this year - with an across-the-board set of strong performances matched with some significant results.

Building on this year's great success we are looking for ten cars to compete in next year's event. We made a big impact this year with Saabs being one in every ten cars on the rally. That they all did well shows how the team helps all the competitors to go faster.

Nick Pinkett and Hugh Myers 96V4. They banished reliability problems, had a very slick run and finished First in Class and Second Historic.



A full report of the 2011 Roger Albert Clark will appear in the next edition of the 'Driver' as the deadline for this edition is too close to the event to do the competitors justice, for now we have rushed you these images from the event. Too many people support the team to name you all individually, but rest assured, and I speak for all the competitors, we are very grateful to all of you.

Competitor bulletin for Saab Historic Rally Team 2012

Entry will be set lower than ever for 2012 as we are planning to bring so many cars. The Team will provide a lot of logistical support for your entry and we hope to halve the normal cost. There will also be a rally forum, celebrity guests, and team livery within the entry cost. However, we are all volunteers and this will take a lot of planning. Please register your intention to compete with Jim on xandj@btinternet.com (you must be contactable by email) as soon as possible. A small holding deposit will be payable by 31 March 2012.

Final entry fee will probably become due in June, 2012. The team will accept entries after 31 March but subject to a late entry penalty because of the additional burden this adds to the planning. There will never be a better opportunity than next year to do this event in a Saab, and if you are serious, you will have to start preparing by the March deadline. A warm welcome to the team and unique experiences await your involvement.

Jim Valentine



I thought I had better start by thanking Dave Barrow for his excellent services as Competition Secretary over the years. Dave has decided to stand down to follow other interests, namely joining a woman's football team... I have not pointed out to him the flaw in his plan!

From now on you are stuck with me as your new Competition Secretary. A brief technical spec, a 1978 model from Yorkshire, I have owned Saabs, mainly 96 V4s since I was 18. I caught the bug from my father who owned a 99 and various 900s as our family transport over the years.

I started rallying a 96 V4 in 2003 and have done so on and off ever since. The fleet includes an early group 6 1967 Gulf Rally/RAC Rally replica V4, a 1973 hillclimb/fast road V4, the two Dave's Quantum single seater racing car and Dave Sheppard's old 99T rally car. The latter is to be built into a group 2 Stig replica.

SOC Speed Championship 2012

One new addition for SOC competitors in 2012 will be a SOC Saab trophy for the highest finishing SOC Member driving a Saab or Saab derivative (Saab car with non-Saab engine or non-Saab car with Saab engine) in the Midland Speed Championship – www.midlandsspeed.org.uk

The championship takes in venues over most of the country. This type of motorsport has classes for standard production cars that do not require roll cages, etc. Therefore it is ideally suited for first timers on a budget. There will be a small cost to register with the championship and you will need an MSA non-race Nat B licence (www.msauk.org). Events cost on average around £100 and you can claim a proportion of this back using the SOC motorsport sponsorship scheme. Initial costs to get kitted out with new safety gear should be around the £500 mark, which includes fireproof gloves, race suit, helmet and a handheld extinguisher.

The emphasis will be on having some fun as cheaply as we can. More to be announced in the next edition of 'Driver'!

Mary Dawson Trophy

Colin Wallace has put a few words together to refresh our memories of why the Club presents the Mary Dawson Trophy:

"The award is made each year to a motorsport competitor (in a Saab) who in the view of the Motorsport committee has

shown endeavour, fortitude and integrity in their chosen motor sport discipline. The award was first presented in 1998 to John Harrison for pushing his 99 Rally Car to great success.

"In the ever changing membership of the Club, there will still be some who remember Mary, a lady who knew her Saabs and motorsport far better than her twinset and pearls would lead you to believe. She knew her internal combustion engines, and indeed had a very serious understanding of gear ratios and tyre compounds. Why are these three attributes so important in remembering Mary?

"Endeavour – A shop girl who worked hard to become an eminent scientist, and but for her gender and generation would have been a Professor.

"Fortitude – Mary did not comply with the societal view of the 1950s (or any other decade) that women were different, she was as at home in the pits at Ingliston Race Circuit working on race cars, including Ecurie Ecosse cars, as anywhere.

"Integrity – A year before her untimely death, Mary was internationally recognised for her scientific work with animals. The award was made, on this occasion, jointly with an International film star. The film star could not attend the 'grand do' in some foreign city, so they cancelled it and Mary's award was simply sent in the post. Scandalous perhaps, but Mary never mentioned the award and just kept on smiling and talking about Saabs and motorsport.

"Mary was a superb and enthusiastic ambassador for the Club, loved her 99GL and all disciplines of motorsport, and that above all is why the club presents an award in Mary's name for Motorsport."

As far as I know the Club did not award the Mary Dawson trophy last year. I would like to award the trophy this year to Jim Valentine for his efforts at promoting Saab and the SOC with his 'Saab Historic Rally Team' on last and this year's Roger Albert Clark Rally. He even has bigger plans for 2012 to mark Eric's last win on the original RAC.

Richard Simpson

CLUBSHOP

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

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Grimsby DN31 1PH
T: 01472 348 572
W: humbersidesaab.co.uk

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

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

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

SALES	SERVICING	PARTS	BODYSHOP
no	yes	yes	no

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

SALES	SERVICING	PARTS	BODYSHOP
no	yes	yes	no

DISCOUNT TO SOC MEMBERS
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SUFFOLK
IPSWICH
COX OF IPSWICH
4 Goddard Road East,
Ipswich IP1 5NY
T: 01473 241 616
W: coxofipswich.co.uk

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

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yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SALES	SERVICING	PARTS	BODYSHOP
yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

IN THE NEWS – 36 YEARS AGO

This is the famous Rose Bowl presented 36 years ago. The article is taken from the 'Driver' back in December 1975. I have been a Member for 24 years and only heard of the fabled trophy. Has anyone any idea of its whereabouts? Ed



Saab Trophy

Derek Davies is seen here collecting the magnificent Trophy presented by Saab (GB) from Graham Sharpe the Managing Director. Derek received this beautiful Trophy at the Saab (GB) stand at the London Motor Show. Our congratulations go to Derek, and many thanks to Graham Sharpe and Saab (GB).

Don't forget the competition for this Trophy is still running, why not make sure that you hold it for a term by going out and recruiting as many new Members to the Club as you can possibly find.

The rules are simple, all you have to do is find non-Members, show your enthusiasm and give them a membership application card endorsed with your own Membership number. Repeat this as many times as you can, and hey presto! You could be the next holder.

PERHAPS NOT..

Well it may look like a 90 from the rear, but in fact it is a 1987 Dacia Sport from Romania. It was sent to the Editors desk with the following comment:

'Developing 65bhp, the 1397cc, four speed manual Dacia Sport has a top speed of 93mph and was sold as a Romanian coupe! The sport was a shortened version of the much loved Dacia 1410 and was said to be produced in conjunction with Elena Ceaucescu, the wife of the Romanian leader Nicolae Ceaucescu. The cars were expensive to produce and most were given away as prizes!'



PRODUCT OFFER

The life of one of motorsport's **MOST FORMIDABLE WOMEN**

Pat Moss Carlsson was one of the greatest women rally drivers of all time.

She was also an accomplished horsewoman and a member of the British Show-Jumping team.

This is her story, as told by navigator, team manager and friend, Stuart Turner.

Forewords by Sir Stirling Moss (Pat's brother) and Erik Carlsson (Pat's husband).

2010 marked the 50th anniversary of Pat's win on the Liège-Rome-Liège Rally.

Description

The book covers the life of one of the greatest women rally drivers of all time, Pat Moss Carlsson. Sister to Stirling Moss, Pat had a highly successful career in show-jumping before moving into motorsport, going on to become European Ladies Rally Champion no fewer than five times.

About the Author

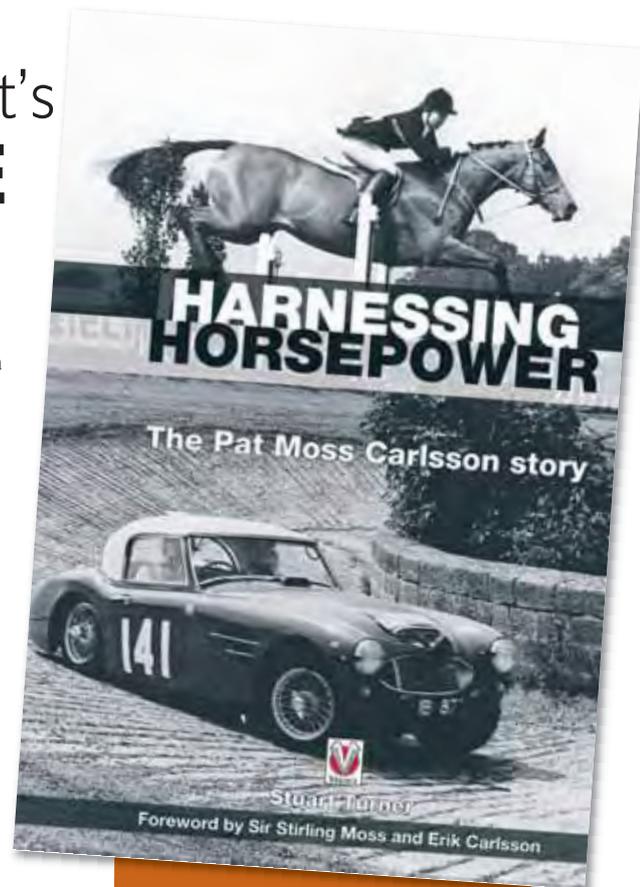
Stuart Turner has enjoyed a lifelong involvement in Motorsport, both as

competitor and team manager. After becoming British Champion Navigator, he went on to manage the BMC Competitions Department when Mini Coopers were winning Monte Carlo rallies and later Ford Motorsport, when the Escort reigned supreme in rallies. He is now the Chief Executive of the Motorsport Safety Fund, which produces safety training material to help the sport.

In 2009, Stuart received the Prince Michael Award of Merit, the Motor Sport Association's most prestigious award for services to British Motorsport.

Stuart is uniquely qualified to write a book about Pat Moss Carlsson, because he not only navigated for her on British rallies, but was then her team manager at BMC.

He also rallied with Pat's husband, the legendary Erik Carlsson, with whom he won the RAC Rally.



Harnessing Horsepower – The Pat Moss Carlsson Story.

£24.99 UK/\$49.95 USA - 117 pictures
Hardback - 250mm H x 207mm W - 160 pages
ISBN: 978-1-845843-06-9 - UPC: 6-36847-04306-3
BIC classification: BGS + WSP
Published April 2011 UK and USA
By Stuart Turner
ISBN 978-1-845843-06-9

We have two copies of 'Harnessing Horsepower – The Pat Moss Carlsson Story' to give away. To enter, simply answer the question below and post, email or fax back – please see the details below:

How many times did Pat Moss Carlsson become European Ladies Rally Champion? _____

Name: _____ SOC Membership No: _____

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Postcode: _____ Tel: _____

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

Fax no: 0113 255 6887 email: annes@mypec.co.uk

Entries close 1st March 2012. The winners will be the first two correct entries drawn at random.

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Margaret Halstead – Membership No: 007932

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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.

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24 February 2012

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.

96 V4

Restoration Project

1974, a fully restored body shell, awaiting re-assembly and many spare parts. Over £3000 already spent but no longer have enough time or space. Any sensible offer considered. Tel: 01628 826188 (Maidenhead).

99

99 Turbo

Red. Has been SORNED for a couple of years but prior to that running well. Restored by Saab enthusiast/professional. Sensible offers please. Tel: 07941 479476 or email: timh@surpore.com (Leicester).

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900i Classic Convertible

'J' Reg. Metallic Grey. Low mileage. FSH. Two owners. New roof and tyres. Taxed and

MOT. Very good condition, any inspection. Reluctant sale £2795. Tel: 01691 839219 (Shropshire).

9000

9000 Aero

Good home wanted for a great car in good condition. Automatic 2.3 full Turbo. Scarabe Green with beige leather upholstery. Sports seats, ACC, electric sunroof, electric seats with driver's memory. 'N' Reg, 186,000 miles, runs very well. Full service history. MOT until October 2012, RFL until end of February. Price £995 ono. Tel: 01306 888922 or email: john.chiverton@btinternet.com (Dorking).

WANTED

95 V4 Wanted

Sought - 95 V4 earlier model with two place rear facing jumpseat. Reasonable running order, MOT preferred. Bit scruffy OK! If Orange great! Private un-wealthy pensioner buyer afficiando. Last one kept 13 years. 120,000 miles. Loving home assured. Email: susan-alan386@blueyonder.co.uk - response to all replies (West Midlands).

Touch-up Paint!

Help, need Grey textured touch-up paint used on décor strips, bumpers of a 9-3 Viggen 2002. I am told by Saab that this is no longer available, but the UK is the place to that they will have someone who will make it for any vehicle - ever made! Tel: 520-481-2711, Fax: 520-790-7611 or Email: lienelad@yahoo.com (USA, Arizona).

Travelling to USA

I would like to buy some Saab parts in the UK via the Web, but the shipping is so expensive. You can bring as part of your personal baggage free! I'll pay the shipping and a courtesy fee (if desired) from your destination

in the US to my residence in Tucson. Fax: 520 790 7611 or email: lienelad@yahoo.com (Arizona).

BITS AND PIECES

Various

13-inch Moto Lita leather three-spoke steering wheel with Saab centre boss for 96 V4. Excellent condition £80. New factory master brake cylinder with large diameter cap for 96 V4 £60. Tel: 01442 259100 (Hemel Hempstead).

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.timms@talktalk.net (Bodmin, Cornwall).

Books for Sale

I have two books which I would like to sell. One by Bjorn Svallner is very rare. The Sonett and all other Saab Sports Cars - written in Swedish and English. It is in as new condition. I am open to offers but looking for a fair price. Saab the Innovator Mark Chatterton - this book is in as new condition - £15. Email: dhall@the3halls.plus.com or Tel: 01684 566201.

'Griffin' Badges

Two genuine OEM Saab badges for 2012-2013 9-3 model. Brand new, excellent condition. Badges say 'Griffin' and are 75mm x 16.1mm - £23 each. Email: lienelad@yahoo.com or Fax: 520-790-7611 (USA, Arizona).

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moonshiner modification over 70 years old. The exhaust by-passes the muffler when a sturdy valve is opened by cable from inside car. Otherwise, car flows normally through stock system. W/A Turbo the open exhaust is not really loud! The Turbo breaks up the sound waves. You can instantly revert to a stock quiet system by pulling the cable! Price £280 + shipping from USA. Tel: 520-481-2711, Fax: 520-790-7611 or Email: lienelad@yahoo.com (USA, Arizona).

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Saab 9-3 1999-2002, five-speed man. Trans. Awesome! From 5+" to 3+" - Modified throw, faster, cleaner, smoother shifts. Quality Grade 8 bolts and machining. Price: on your shifter assy - send complete core £225. Put on an excellent qual used core - Price: £270. Includes P&P, insurance to Europe and UK. Tel: 520-481-2711, Fax: 520-790-7611 or Email: lienelad@yahoo.com (USA, Arizona).

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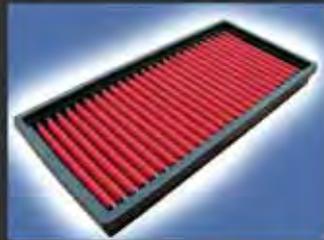
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