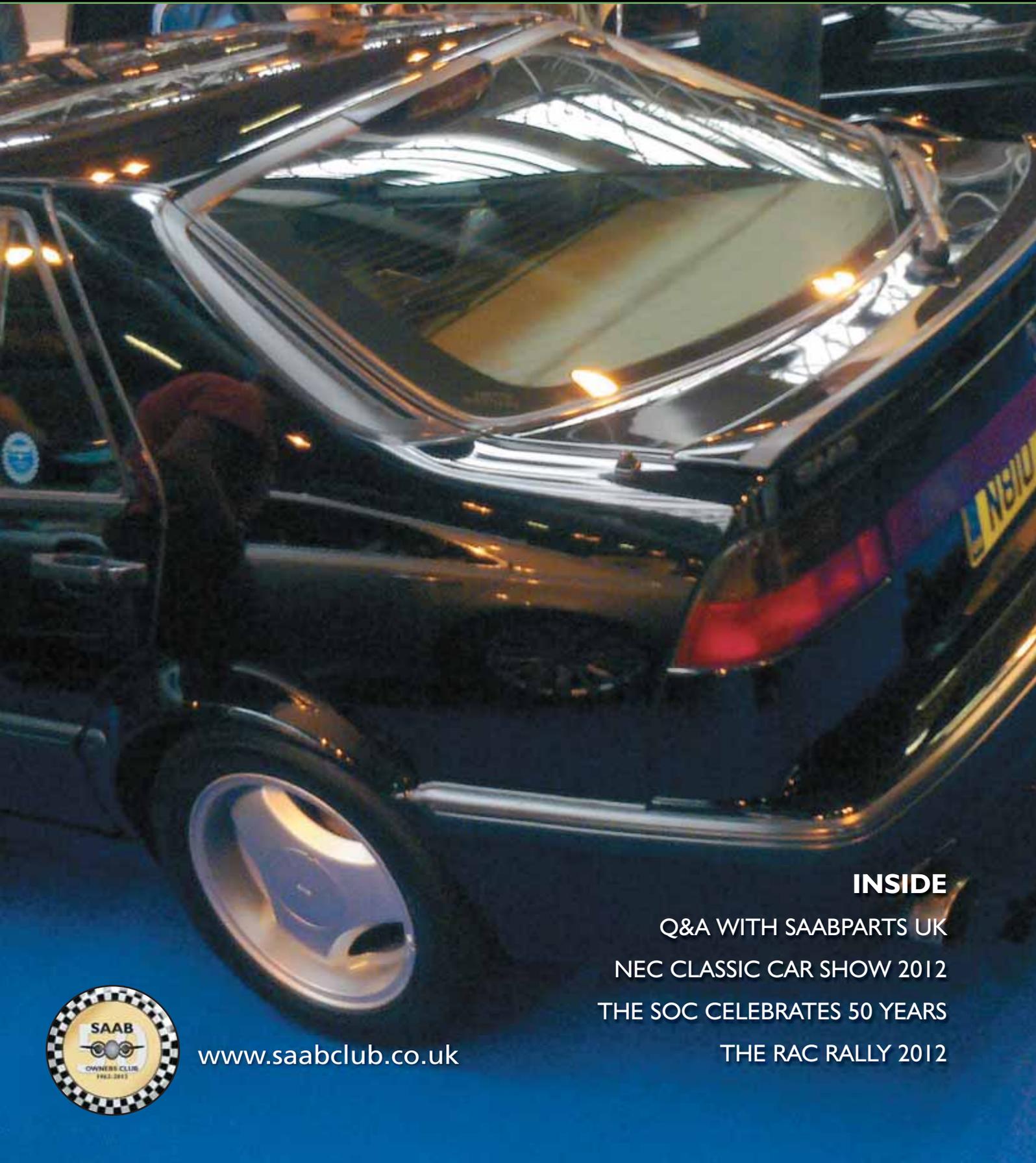


JANUARY/FEBRUARY/MARCH 2013 ISSUE 1 £6.00

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



INSIDE

Q&A WITH SAABPARTS UK

NEC CLASSIC CAR SHOW 2012

THE SOC CELEBRATES 50 YEARS

THE RAC RALLY 2012



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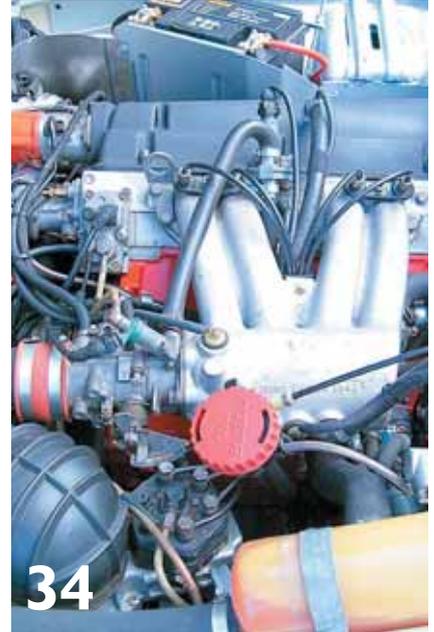
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FRONT COVER: Mark Edgar's 9000 Aero at the NEC Classic Car Show.

Please state your Membership Number on all correspondence

Design, print & production:
MYPEC, Beech Hall, Knaresborough, North Yorkshire HG5 0EA.
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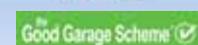
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POSTAL ADDRESS

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IMPORTANT

Please quote your Membership Number on ALL correspondence

CONTRIBUTIONS

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

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

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

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

Classified Advertisements
– see details on page 53/54

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DEADLINE DATES FOR CONTRIBUTORS

April/May 2013 ISSUE: 22nd Feb 2013
June/July 2013 ISSUE: 26th April 2013

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott
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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

Saab 'Driver' is published by The Saab Owners Club of Great Britain Ltd.

Designed and produced by:
MYPEC, Beech Hall, Knaresborough, NorthYorkshire, HG5 0EA.
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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.

DIRECTORS

CHAIRMAN – Mike Philpott
Phone: 01280 705 369
Lamorna, 1 Oriel Way,
Brackley, Northants, NN13 6DR.
chairman@saabclub.co.uk

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

VICE CHAIRMAN – Alistair Philpott
Registers' Co-ordinator
Phone: 01845 587176
The Granary, Manor Farm, Newsham
Thirsk, North Yorkshire, YO7 4DJ.
registers@saabclub.co.uk

Finance – Keith Copperwheat
Phone: 01692 535482
Cobble End Cottage, Pennygate,
Barton Turf, Norfolk NR12 8BG.
finance@saabclub.co.uk

Motorsport Secretary – Richard Simpson
Phone: 0114 288 7612
11A Park Drive, Stocksbridge,
Sheffield, S36 1EP.
motorsport@saabclub.co.uk

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

Saab Independent Dealer Liaison – John Ransley
Phone: 0161 338 2423
133 Stocks Lane, Stalybridge
Cheshire, SK15 2NU.
saabspecialist-liaison@saabclub.co.uk

National Event Co-ordinator – Derek Best
Phone: 01900 814317
Longview, Central Road, Dearham,
Maryport, Cumbria CA15 7ER.
derek@saabmail.co.uk

IT Director – Richard Bone
Phone: 0121 2882663
160 Ardath Road, Birmingham B38 9PE.
webmaster@saabclub.co.uk

Members Benefits & Services - Rachel Hillier
Tel: 01379 740158
Linnaeus, Norwich Road, Scole,
DISS, Norfolk IP21 4DY.
SootySaab@aol.com

Membership Director - Mark Edgar
Tel: 01525 8538979
15 Golden Riddy, Leighton Buzzard
Bedfordshire, LU7 2RH.
membership@saabclub.co.uk

Club Publicity & Awareness - Alex Rankin
Tel: 07963 066384
10 Arundel Road, Yeovil, Somerset
therankins565@btinternet.com

NON DIRECTORS

International Liaison – Iain Hodcroft
Phone: 07976 314012
international@saabclub.co.uk

Librarian/Historian – Keith Long
Phone: 01226 385139
history@saabclub.co.uk

Valuer – Ken Dover
Manor Heath, Manor Brow, Keswick,
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Shopkeeper – Sharon Foxley
Phone: 01824 750 639
shop@saabclub.co.uk

Website Content Co-ordinator – Nick Hoare
web-content@saabclub.co.uk



I hope that you all had a good Christmas and New Year and our best wishes to you all for a great 2013.

Talking of which, 2013 is a very important year for our Club, as we celebrate our 50th Anniversary. It's hard to believe that it is half-a-century since those dedicated Saab drivers kicked-off our Club, that we enjoy so much. A big thanks to them.

We will be celebrating our birthday in style with a wide range of events and ideas that will hopefully suit everyone. In fact, a whole year of partying is the plan.

On page 30 you will find details of four different meetings at various locations around the country. Being aware of the costs of motoring and today's busy lives, we have chosen venues that are really attractive, but also within reasonable travelling times and distances for most Members. A lot of work has gone into these so please do your best to come along and support us. It's going to be great to see all those Saabs out on the road together. Don't we just love it? We look forward to seeing you there.

Another huge opportunity for the party to continue is, of course, the International Saab Clubs Meeting which we have the honour of hosting this year. As you will have seen in previous 'Drivers' and on the website, this will be held at Wicksteed Park during the first weekend of August. We have already received a lot of interest from members of the foreign clubs, so this is looking like its going to be big and, I can tell you, it is certainly going to be bold! You can find more details on page 14 and on our website. More information along with the prices and booking forms will be available on www.IntSaab2013.com by the beginning of February, so please don't delay in getting registered, this is going to be the biggest party!

As I am sure that you will appreciate, all of us in the organising team are working hard to pull it together. Some Members have already come forward with offers of help, which we really appreciate thank you, but we will need a lot more. So please get in touch if you can offer a little of your time, either in the lead up, and at the actual event. To be quite frank, we are a small team and cannot do it all on our own and without help we are going to struggle. Thanks.

In the last issue I mentioned our future plans and aspirations for the Club as discussed at the last AGM. I would like to continue that theme in this issue and update you on one particular initiative that we have been working hard on over the past few months. It relates to both Club finances and 'Driver'. To bring our finances back into line and to be able to feel more comfortable for the future we had to reduce the number of 'Drivers' down to five issues per year. This helped us to bring in a small surplus last year and manage our budget in this current one. We are now delighted to report that we have agreed a new pricing structure with our publishers and printers which has significantly reduced the cost of 'Driver'. This will enable us to revert to six issues next year in addition to providing a small additional financial cushion. Following a lot of work and months of discussions, we are clearly delighted with this result.

So with one major objective achieved, we continue to focus on the others which I will continue to report on in future issues.

We have also been working hard on IT development and I am

also excited to report that we now have online membership up and running. New Members can now join and pay by credit card or PayPal in just a few clicks. Thanks go to our team of Nick Hoare, Rich Bone and Mark Edgar for pulling it off. Another fantastic step forward.

Having looked forward I also want to look back over a couple of recent events. As the first one for some years, the Spares Event in Sheffield in November went off really well. I feel that we almost have a duty to organise these meetings to provide the opportunity for our members to exchange parts to help keep our beloved Saabs on the road for years to come. Even I managed to persuade myself to sell off some of my cherished goodies. I think that having it late in the year, under cover was also a great idea, and we are sure that it will grow into a major event in the future. Thanks to Richard Simpson for pulling it off, plus Sue and Keith Long for feeding us so well.

The second one I want to mention is the NEC Classic Car Show. We decided to milk (sorry, utilise) the Top Gear theme one more time and displayed four cars, from the oldest to the newest, from the film. It was a great weekend with a lot of interest in our stand. Love it or hate it, the Top Gear film did help to raise the profile of Saab, especially demonstrated at the show by the number of people who asked Chris Foxley how much would he take for his 99T followed by something like 'OK, but where can I get one?'. I was also pleasantly surprised by the amount of interest and admiration for the new 9-5. The common thread was that people found it difficult to understand why Saab went to the wall after producing such a gorgeous looking car. Well, don't we all!! Thanks to all of the team that helped to organise the event and work on the stand throughout the weekend along with all of our Members who dropped by to see us. A special welcome, also to those who joined our Club during the weekend.

Finally, you see below that we continue to advertise for a Club Treasurer. To date we have had little response. We need to be aware that the Club cannot function without this key Club officer in place, so please get in touch if you think that you could help. Again, all the very best for 2013 and take care in that bad weather.

Mike Philpott

VACANCY Club Treasurer

With Keith's pending retirement, we are seeking a Club Treasurer to fill his position. The main tasks include:

- Paying invoices and expenses.
- Keeping computerised records of all monies in and out and reconciling with bank statements.
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INSURANCE MATTERS

Neil Franklin of SOC Insurance, discusses movements in the market.

The insurance industry is a fickle animal. After months and months of rate increases being sought by insurers, it seems all can be forgotten and indeed forgiven when it gets to the end of the year and internal targets are at risk. As 2012 closed, we saw rates dropping as insurers scurried around for any remaining winter morsels.

Reports suggest that the average motor premium for 2012 was around £870 if you went direct to the insurer or £612 if you used one of the price comparison sites (our average was £420.76 incidentally).

As we move into 2013, it'll be interesting to see what the

impact of the recent gender balancing is and whether insurers will tighten up again once the pressure is off. The Chris Knott 'End of Year' Sale incongruously runs until the end of January so please include us in your quote gathering if you're renewal is due in the coming weeks.

Oh, and the GAP Insurance product we mentioned back in September – we're planning a special launch for club members in the coming days.

SOC Insurance 0800 298 4071
(or 01424 205078 for mobiles).

ARE YOU GOING SPARE?

Saab Automobile Parts AB recognises that some Saab owners and prospective owners remain concerned about the availability of spare parts to keep their Saab roadworthy in the event of a problem, and we would like to take this opportunity to clarify the situation and future outlook.



As you know, Saab Automobile Parts AB is in business to maintain the global supply and sales of genuine Saab parts and has already started direct commercial operations in a number of markets, (Sweden, US, UK, Spain, Italy, Germany, France and Switzerland), to serve and maintain Saab driver needs.

Appreciating that in today's instant electronic information and publishing environment, misinformation is easily generated, Saab Automobile Parts AB is pleased to confirm significant progress regarding availability has been made in recent months. Measured as a % of daily orders that can be supplied immediately from the Nyköping warehouse, first pick availability has now reached 94%, its highest level in 2012. Given the total Saab portfolio covers in the region of 50,000 lines, this is a considerable recovery from the limitations that existed at the start of the year.

Saab Automobile Parts AB has redoubled efforts to work more closely

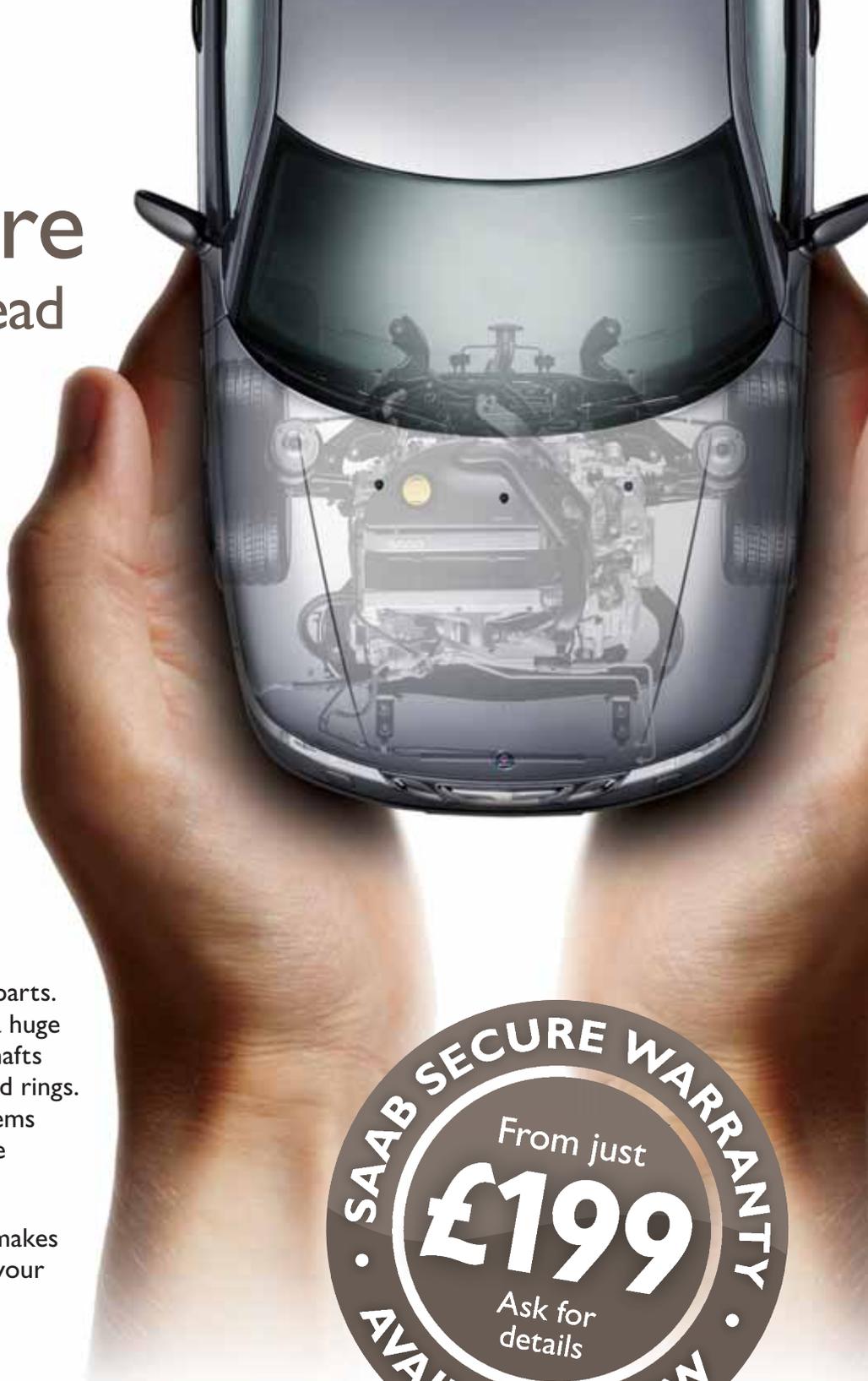
with suppliers and overcome supply chain difficulties and with the latest delivery plans is projecting original parts availability will achieve 95% before the end of December.

Unfortunately, there are still some items that are proving difficult and will take some more time to resolve. As each case is different and complicated, specific solutions are being developed in order to achieve the earliest possible release.

By continuing to build on the recent availability improvements, Saab Automobile Parts AB is committed to providing a portfolio of genuine Saab parts and support services for the one million Saab cars in use worldwide. So while the production of new Saabs may have ceased, Saab Automobile Parts AB and its network of Authorised Service Centres would like to reassure you of their continued expert technical care of your Saab into the future.

Corin Richards
Managing Director, Saab Parts UK

Saab Secure for the road ahead



Enjoy driving with peace of mind.

The modern Saab is an extremely complex piece of machinery with thousands of sophisticated moving parts. Within the engine alone there are a huge number of components from camshafts and cam followers to piston pins and rings. Then there are other intricate systems from the electrics and brakes to the steering and suspension.

It's this advanced engineering that makes a Saab a dream to drive, and while your Saab is very reliable, occasionally repairs are necessary and can be an unexpected expense.

With this in mind it's well worth taking out a Saab Secure Warranty for your vehicle. It will cover most original mechanical and electrical components of the vehicle and offers you peace of mind for the road ahead.

There are different levels of Saab Secure cover for you to take out. To find out more simply call our dedicated Saab Secure helpline on **0844 848 7168**.





Q&A with Saab Parts UK

A few weeks ago Mike Philpott had the pleasure of meeting up with Corin Richards, the MD at Saab Parts UK. He had the chance to put a number of questions to Corin to help us understand what Saab Parts UK are all about and what they can do for us.

The main purpose of the meeting was to develop relationships between us through mutually beneficial ideas. The outcome was positive and they are very supportive of the Club and our plans for the future. I can report more on that later when we have made a little more progress. We will continue to work together for closer relationships and reciprocal support.

I would like to thank Corin and his team for their time and support in helping to prepare this article.

Mike Philpott

Who are Saab Parts UK and what relationship do you have to the old Saab GB?

Saab Parts UK is an entirely new business, which commenced trading on 2 January 2012. We are wholly owned by Saab Automobile Parts AB in Sweden and our objective is to provide ongoing parts supply and vehicle care for Saabs in the UK, through a network of Service Centres.

Does the Swedish Government intend to own Saab Parts forever, or is it just a holding position?

Saab Automobile Parts AB is joining the business office of the

Trade and Industry department in the Swedish Government (as opposed to the National Debt office), and will be part of a portfolio of 100 different nationalised businesses, which are jointly developed for the future.

What is the main purpose of Saab Parts UK and how will our Members benefit from what you are doing here?

Saab Parts UK is providing the supply and distribution of genuine parts, for the UK car base of 230,000 Saabs. Also, by maintaining a national network of Authorised Service Centres, Saab owners can be reassured that there is continued technical expertise to ensure their vehicle is maintained to the very highest standards. Through the Saab Service Club, we are developing great value offers to demonstrate the competitiveness of the network; backed up by a two year parts and labour warranty, on genuine Saab parts. On a more diversified level, we are also supporting the network in the sourcing and promotion of used Saabs.

How big a team do you have and are you all based in Cranfield?

The company is staffed by 12 employees, including three field-

based Business Development Managers working directly with the Service Centres.

Could you please tell us about your achievements in the last few months?

Firstly, we have helped to remove uncertainty in the marketplace about Saab and restore stability to commercial operations. Overall, we have maintained Saab business at the majority of the old Saab GB dealers and we have even managed to appoint nine new Service Centres in 2012. We have facilitated an orderly re-sale of over 900 used Saab vehicles through the dealers and we have grown our parts sales within the trade sector.

Does this mean that we can inform our Members they need not worry about parts for their cars from now on?

With a comprehensive parts portfolio of over 50,000 lines from 1,600 suppliers there is always the possibility of temporary delays on a few items. However, in 2012 Saab Parts AB has made real progress in improving availability across the portfolio from the difficulties generated by the bankruptcy of the car company. From an availability low point in 2011 of 81%, we are pleased to see availability has climbed to 93%, the highest level all year, and is expected to achieve 95% by late December.

Does this also apply to the new generation 9-5?

Absolutely. It is a popular misconception that the new generation 9-5 will suffer availability problems due to lower production volumes than the 9-3. Saab Parts is fully committed to supporting the market requirements for all 10-year-old vehicles and the availability outlook going forward is only set to improve.

What about the rumours we hear about cars being off the road waiting for parts? Is this true or false?

Without specific details it is difficult to comment. As we mentioned, there may still be some ongoing issues around a select number of lines, but concrete plans are in place to resolve these with existing or new suppliers as soon as possible. In the meantime, we are working closely with the network to make best use of the UK inventory and consider all other local solutions to fix outstanding items.

How many Authorised Repairers are there at this moment in time and do you expect that number to grow or diminish in the future?

The UK has 85 Service Centres at this point in time and we don't have any specific plans at this stage to change.

How do you support the Authorised Repairers?

Firstly, we develop competitive customer offers, and through national promotions (email, paid search, website, Service Club, etc.) we drive traffic to our national Service Centre locator. We provide local promotional and press pack material, operate the Saab Service Club and offer a dedicated web page for all service centres to improve their search effectiveness.

In addition, we provide technical assistance support, a

used- car sales national locator and business support through a field manager to develop commercial operations.

In addition to the Authorised Repairers, do you also ensure that all of the Independents and Saab Specialists get all the parts they need?

We work in conjunction with our Service Centres to develop closer working relationships with the Saab Specialists and Independents to supply Saab genuine parts to the broader automotive repair market.

Could you clarify the position with warranties on the newer cars? Is there any support from Saab Parts or is it just completely gone?

New vehicle warranties are provided and underwritten by each vehicle manufacturer. Unfortunately, following Saab Automobile AB (car manufacturer) entering bankruptcy protection on 19 December 2011, the Administrator of the estate ceased to process any further warranty claims, effectively rendering them void. As a separate company with limited resources, Saab Parts AB is unable to provide any ongoing vehicle warranty cover.

What would you recommend to Members, who own newer cars and now have no warranty?

Saab Parts UK has worked together with a warranty provider to develop a solution for owners in the UK, called Saab Secure. Operated as an insurance backed scheme, Saab Secure can be tailored to cover any Saab (up to 10 years old) for a defined period of time with cover to suit the owner's requirements and budget. For any Saab Owners Club Member who would like to know more details, please feel free to contact Saab Secure directly on 0844 848 7168.

We have heard about your brokerage scheme, which we understand is just for the trade, but can Saab Parts UK offer any help to our Members who want to find a Saab to buy, trade up or sell their car?

The Saab Broker scheme has been created as part of the business model for the Saab network. The purpose is exclusively to source/re-direct trade disposals of Saabs back through Saab dealers. However, as part of commercial operations to source vehicles, it is possible that Saab Broker could be extended to offer SOC owners the opportunity to sell their Saab is of up to five years and 40,000 miles through this channel. (Please note there is a broker fee of £100+VAT to each seller.) For more details please email: soc@saab-broker.com

Can you offer any more advice or information to our Members that we have not covered here in the previous questions and answers?

If SOC Members haven't already done so, please make sure they join the UK Saab Service Club. It's completely free and provides multiple benefits like free vehicle health check, special value offers and savings on accessories. To join, simply register your vehicle details at www.saabserviceclub.co.uk

Ultra Reliable at eight-years-old

My 9-5 2.2 TiD Vector Sport Estate has covered 100,000 miles from new and is about to pass its eighth birthday. I have had the car from new and apart from two failed headlight level sensors, it has required no replacement parts, save for tyres and routine service items. The only non-routine servicing was a need to clean out the throttle body, indicated by the check-engine warning light, at 90,000 miles.

In short, the car has been ultra-reliable, but I wonder if the time has come to carry out some preventative maintenance. Can you recommend a check list of items that should be replaced or serviced at this stage in order to make the coming years just as trouble free?

Derek Riley

I am a big fan of the 2.2 diesel, especially the 9-5, and I can say it's got to be the most reliable Saab that's been sold over the last decade, they rarely develop a fault that makes it undrivable. What I would recommend is to; replace all the intercooler hoses, these are available from Saab, or better still, fit the Samco equivalent. There are three hoses which often split with age, causing black smoke and major loss of power, one hose is fitted on the turbo inlet. Check the intercooler, as these do leak or sometimes split, replace the crank position sensor, cheap to replace, can prevent starting and can cause the engine management system to go into 'limp home'.

Squeaky Wipers

For years my windscreen wipers have made an awful sound as the rubber vibrates on the screen. If I squirt a load of water on it, it stops but soon starts up again. I've had them replaced (not just the rubbers) but the problem remains. I wondered if it was a common problem with 9-5s of that vintage (2002)? Any thoughts welcome.

John Widger

It can be caused by the blades, however, it can be caused by the angle. By this, I mean if the blade judders on the downward sweep or upward sweep, you can grasp the wiper arm and twist to improve the angle of the blade. The blade needs to sit correctly on the screen and be able to easily flip from side to side, to prevent judder and noise. It's not easy to explain, but if you watch the blade in motion, you can see how it needs to move and avoid noise.

The wiper arms can become twisted when activated if the blade is, for example, frozen to the glass in icy conditions.

Poor quality wiper blades also cause this problem as they do not flex enough to allow quiet operation. My advice is to always use good quality blades, such as Bosch, Valeo etc.

It is not a fault that affects certain models.

9-3 Aero Ticking Off

I have an intermittent fault with the radio/CD, during operation the sound goes off and comes back on again after a few seconds and re-occurs, also at the same time the indicator ticking noise goes off.

Frank R Johnson

It is not possible to correctly diagnose this fault, as it could be many things, but my guess is it's probably the amplifier fitted under the passenger seat.

This amp is prone to becoming wet if the bulkhead drain is blocked and, as a result, can be damaged.

If someone checks the car with Tech 2, there will be fault codes, these should be taken into consideration before any action is taken.

Unfortunately, these intermittent faults are often guesswork.

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SOME CHALLENGING TECHNICAL PROBLEMS

As I compile Car Clinic again, I realise that unless Members submit more, or request help, we will need more material, so when this happens I thought I would create a new feature for Car Clinic and I trust you will find it interesting.

When we have room, I will bring to you some new technical problems that have come our way at Saabtec, Glossop.

Current drain Saab 9-3 2.2 2004

This owner was resourceful as he used a multi-meter connected between the negative terminal and the battery, removed fuses one by one, until the current drain reduced and this helped identify the faulty component.

In this case the fuse only powered the amplifier fitted under the passenger seat (AMPI), not all models have this fitted.

Although the amplifier appeared to correctly function, when it was swapped to a donor vehicle, the fault was transferred.

I have had problems with door modules, locking motors and CD players causing current drain faults, removing fuses and watching the multi-meter can help trace these faults.

Saab 9-3 2-0t Convertible 2007 not Starting

This Saab, when it felt like it refused to start, never stopped whilst driving, but sometimes would show message 'traction control failure'. When this message occurs if the engine is stopped it won't restart.

These intermittent problems are a real problem for workshops, in fact, I would say every time it is almost guaranteed we won't be able to charge a customer the time taken by us to resolve the fault. This particular Saab turned out to be no different.

We can use Tech 2 to carry out a response test, the fault in

this case affected the power train bus. Digital signals communicate between electronic units and if there is a break in communication on the P bus the vehicle will not start. What we did learn from the response test when the fault was present, was that the break was between the TCS and engine ECU, this could be a faulty component or wiring fault.

These two control units were substituted one at a time, from another vehicle, but the fault re-occurred, drove the car 16 miles before it happened. We are now very frustrated. It is unusual to have breaks in wires on the petrol 9-3, but we had to strip all the protective covering and pull at wires to try and locate a break, this was inconclusive.

What we did next was to cut the bus line cables near the engine ECU and strip them out of the wiring harness and trace them back to the TCS unit. Before we got there, we found slight damage to the insulation on one wire, which had intermittently shorted on a mounting bracket, this would not have been visible without removing the cables.

As you can imagine, this problem took a lot of time to resolve but with perseverance it was rectified.

The dilemma for the workshop is, what can you reasonably charge a customer. This customer was charged almost £600, including VAT, and had a loan car free for six days, but we spent around 20 hours of time, which means it cost us £400 in time, that could have been used productively doing something else.

Another issue is that Saab specialists attract this type of problem because no one else is prepared to carry it out. In theory, workshops should eventually be able to resolve these problems, however, there are different issues coming up all the time, so it's a constant learning curve.

More in the next issue; I am sure something unexpected will arrive any day now!

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NOTICEBOARD

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

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

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

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

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

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

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

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

Draft Programme

Friday

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

Saturday

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

Sunday

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

Cocker-mouth Rugby Club

Grassmoor Sports Centre, Strawberry How,
Lorton Road, Cocker-mouth CA13 9XQ, Cumbria.

Ordnance Survey Grid Reference NY 132299



The banner features a blue background with a large Union Jack flag. On the left, a silver Saab 900 is shown in profile. The text 'International Saab Clubs Meeting Great Britain 2013' is written in large, white, bold letters. Below this, it says 'Celebrating 50 years of British Saab Clubs' in a smaller, white, cursive font. On the right side, there are three circular logos: the top one is the Saab logo, the middle one is the UK Saabs logo, and the bottom one is the UK Saabs logo with a globe.

August 2-4 2013 – Wicksteed Park, Kettering, Northamptonshire

Celebrating 50 years of Saab Clubs in Great Britain, the 2013 International Saab Clubs meeting will be held at Wicksteed Park in Kettering, and we need your help.

We will need dozens of volunteers to help with preparing welcome packs, registration and reception, manning the gate, parking marshals, manning stalls etc. Please let us know if you are prepared to spend just a couple of hours helping to make this event really special!

We also need your ideas and offers to run a series of stalls with a 'Saaby twist'. How about someone to produce a board of parts for people to guess? Or a

coconut shy that swaps coconuts for old carburettors? I am sure you can think of better ideas, please discuss with your friends and send them through to me.

Draft Programme

Pre-Event Tours

- Lake District and Southern Scotland
- East Anglia

Friday

- Arrival and Registration
- Private ride hire in Wicksteed Park
- Welcome Supper & Event opening

Saturday

- Registration

- Local tour(s)/visits
- Technical talks/demonstrations
- Spares/swap meet & trade stalls
- 'Village Fete' with a Saab twist
- Car displays
- Gala Dinner & entertainment

Sunday

- Beauty Contest/concourse
- Spares/swap meet & trade stalls
- Awards ceremony & cream tea

Post-Event Tour

- Cotswolds & Heart of England

Alistair Philpott

registers@saabclub.co.uk

www.intsaab2013.com



Regional Group Meetings, information and Contacts

BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

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

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

CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

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

Contact: Chris Boffey
 T: 01270 624659
 E: sc.s.branch@ntlworld.com
www.2csaabbranch.org

CUMBRIA SAAB

Contact: Robert Morley
 T: 07787 901783

EAST ANGLIA SAAB

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

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

EAST MIDLANDS SAAB

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

Contact: Peter Briggs
 T: 01623 432531
p.briggst@ntlworld.com

EAST SUSSEX SAAB

hold their Club meeting every second Wednesday at The Cricketers Arms, Berwick.

Contact: Toby Field
 T: 01323 460 363
www.eastsussexsaab.co.uk

EBOR SAAB

hold their Club meeting every second Wednesday of each even-numbered month – 7.30pm for 8.00pm The Grey Horse PH, Elvington, near York.

Contact: Karl Moxon
 T: 01482 847120
 E: 38mox@38mox.karoo.co.uk
 or Chris Greenwood
 T: 01482 562087
 E: brindlegreenwood@gmail.com

LANCASHIRE SAAB

hold their Club meetings every second Monday of the month from 7.00pm-10.30pm at The Hesketh Arms, 81 Liverpool Road, Rufford L40 1SB.

Contact: Steve Alty
 T: 01772 769015
 E: steve.alty@lancashiresaabownersclub.co.uk
www.lancashiresaabownersclub.co.uk

NORTH WEST SAAB

hold their Club meetings in Manchester every fourth Tuesday of the month.

See website for meeting location
www.saab-nw.co.uk

Contact: Richard Elliott
 T: 01457 852 944
 or John
 T: 0161 929 9155
www.saab-nw.co.uk

SOUTH WEST SAAB

hold their Club meeting every first Wednesday of the month at Coopers Mill, Brunswick Street, Yeovil, Somerset.

Contact: Alex Rankin
 T: 07963 066384
 E: therankins565@btinternet.com
 or Robin Morley
 T: 07515 112120
 E: robin@southwestsaab.co.uk

SOUTH YORKSHIRE SAAB

Contact: Keith Long
 T: 01226 385 139
 E: saabinn@virginmedia.com

WEST MIDS & WARWICKSHIRE SAAB

hold their Club meetings every first Tuesday of the month at the Stonebridge Pub at the junction A45/A452 just 1 mile from Birmingham airport.

Contact: Rich Bone
 E: wmwsoc@yahoo.co.uk
www.wmwsoc.co.uk

Steve wants your dates!

Steve will be grateful if all Local Groups can submit their events for 2013 as soon as they are planned. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the April/May 2013 issue is 1 March 2013.

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

JANUARY 2013

THURSDAY 3rd
East Anglia Saab
 Meeting 7.00pm.

WEDNESDAY 30th
South Yorkshire AGM
 Contact: saabinn@virginmedia.com

FEBRUARY

THURSDAY 7th
East Anglia Saab
 Meeting 7.00pm.

MARCH

THURSDAY 7th
East Anglia Saab
 Meeting 7.00pm and AGM.

APRIL

THURSDAY 4th
East Anglia Saab
 Meeting 7.00pm.

MAY

FRIDAY 10th - SUN 12th
Saabs Go Roman
 Contact: Rich Bone 0121 288 2663
webmaster@saabclub.co.uk
 For more information go to page 31.

FRIDAY 17th

Dinner at Ye Olde Cheshire Cheese, Fleet Street, London
 Contact: Alistair Philpott 01845 587176
registers@saabclub.co.uk
 For more information go to page 32.

JUNE

SATURDAY 1st
Peaks and Dales
 See page 14.

FRIDAY 21st - SUN 23rd
The 17th Lakeland Gathering 2013

Contact: Derek Best, 01900 814317, 077318 76558,
derek@saabmail.co.uk or Robert Morley; morley_robert@hotmail.com

FRIDAY 28th - SUN 30th
Saabs on the March

Contact: Alex Rankin 01935 431196
therankins565@btinternet.com
 For more information go to page 33.

AUGUST

FRIDAY 2nd - SUN 4th
International Saab Clubs Meeting 2013
 See page 14.

THE PEAKS AND DALES
SATURDAY 1 JUNE, 2013

For more information please contact:
Richard Elliott
01457 852944

AROUND THE UK



Well, hello and welcome to the first 'Around the UK' for 2013, and it is only fitting to wish you all a belated Happy New Year. I hope you were well rested over the festive period and most importantly, you all had a great time.

To start off this section we need to go back in time to the last edition of 'Driver', where I asked about the 007 Saab 900. Well I am pleased that I got so many replies, but it seems as though the car never actually appeared in a movie. I have printed a couple of emails I received (detailed below) from Terry Chivers, Derek and Shane, they seem to shed more light on my query, thanks for your help gents.

Terry writes: "Interesting piece in the current magazine. I haven't seen all the Bond films, but I don't think a Saab featured in any of them. What I do know, however, which might cast some light on the mystery is the following: After the death of Ian Fleming, there were a few attempts by authors to write novels that carried on the genre. These never came to much until the Estate and copyright holders of Fleming asked the thriller

writer John Gardner to take on the job. Gardner wrote around 14 novels until ill-health forced him to give up. His first novel, called 'Licence Renewed', published in 1981, featured a Bond who had become very environmentally-aware and this included his choice of car – the Saab 900 Turbo! He used this car in certainly the first two or three of the Gardner books, probably more, and apparently really loved it!

"I'm guessing your picture was a publicity shot of around the same era."

Derek writes: "James Bond's Saab C900 'The Silver Beast' hasn't appeared in any of the films, as far as I am aware, only in more recent 'continuation' books by John Gardner – <http://jamesbond007.se/events.asp?id=2964>."

Shane writes: "Elli, I too have wondered what film the car was in, but on investigation I don't think it ever was, which leaves me wondering, was it all fiction and only in books? PS: don't leave Mrs Elli, as you would have nobody to complain about!"

All correspondence to:
ELLIE WILSON

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



build a new electric car, which will be based on the current 9-3 platform and will make its first appearance in 2014, there are also plans to launch a completely new model, which will be based on Japanese technology, thus reflecting the input of NEVs Japanese co-owner Sun Investment ...watch this space!"

A lot of mention of NEVs there ...what is it? Well, it stands for National Electric Vehicle Sweden.

Events of last year and coming up this year

Some of the highlights last year included the 'We Are Saab' meets, the SOC National, Peaks and Dales and, of course, Swedish Day, held in Yeovil. Many of these events will, of course, be repeated this year, with the added bonus of a few more

treats: this year there will be a series of runs and hotel stays for one or two nights, in fabulous locations up and down the country, the big one, of course, will be the 2013 International Event, being hosted by the UK. The event will take place at Wicksteed Park, near Kettering. You will see from the photos within this section, a small selection of past events; we always have a great time, why not make yourself a promise for this year and visit one of the events... you will not get a warmer reception anywhere on earth!

Did you know, these are all Saab Firsts?

1985 – at the Stockholm Motor Show, Saab presents the direct-ignition system, Saab DI, with an ignition coil for each cylinder. Automatic belt tensioners are introduced on the 1986 models of the Saab 9000, yep they stopped that awful rattling sound.

1986 – the Saab 9000 of the 1987 model, becomes the first front-wheel-drive car to offer ABS brakes, this was also applied to the model year 1989 C900.

1988 – an Airbag was provided on the driver's side, Saab Traction Control and climate-adapted exhaust cleaning.

1989 – plastic parts are marked for recycling, as part of Saab's on-going care for the environment.

1990 – the term 'light-pressure turbo' enters the automotive language when Saab launches a new way to use turbo-charging, many cars today, albeit 20 years later, have just caught on to this innovation.

Thanks to all for your replies, well I guess that's pretty conclusive then ... the car was never in an actual motion picture, just in books and Shane, I won't leave the current Mrs Elli, you are right, I would have nobody to moan about!

Latest Saab News

I read with interest on Saabs United the info below – I really hope this is true. I too am looking to change my 9-3 TTid this year and I really need, not want, yes need another Saab 9-3 to replace it. Hopefully, by the time you are reading this, test mules of the new Saab/s will be in a position of testing in readiness for delivery to long waiting customers (myself included) – Trollhättan could get busy.

With the rumour of a very large sale of the first EVs yesterday, that could potentially be a whole year or more of production, believe it or not there is further speculation of increased production coming to the Trollhättan factory.

Simon Warburton has written, that if given the green light to start producing the gasoline and diesel versions of the current 9-3, NEVs say they could be hiring as quickly as winter 2012/early 2013.

"We are evaluating the possibility to start production of the existing 9-3 model with the existing power train next summer," a NEVs spokesman told just-auto from Sweden. "That would give us some benefits as we could start the recruitment process earlier than planned."

Chief Executive of NEVs, Kai Johan Jiang, said: "NEVs aims to

CALLING ALL NORTHERN SCOTS...

Membership records show that the Club has around 130 members living in the AB, DD, HS, IV, KW or PH postcode areas of Scotland, with a spread of interest across all Saab models... yet the nearest SOC Group is in Dumfries & Galloway and the Borders.

We'd like to establish the level of interest that there might be in forming a 'North of Scotland' Group.

If you are one of those 130 Members, please let us know what you think, either by dropping me an email at

branches@saabclub.co.uk – (or write to me at the address above) or by phoning Derek Darnell (a SOC member in Muir of Ord, who has offered to help co-ordinate responses) on 01463 872 867.

The size of the geographical area may work against frequent meetings, but there is much that could be done to support SOC members in this wonderful part of 'God's own country' all ideas welcome.

Look forward to hearing from you!

AROUND THE UK



1991 – Saab is the first car maker to present a freon-free (CFC-free) air-conditioning system, yes, you guessed it, they are all at it now!

1992 – Saab presents its Trionic engine-control system with a 32-bit microprocessor, this will be the on-board computer that controls and advises of everything the engine is doing.

1993 – automatic clutch: the Saab Sensonic is offered on the Saab 900 Turbo, now this must be the pre-runner to what we call today, flappy paddles or DSG gearboxes, there was no clutch pedal, you simply come off the gas and change gear, cool idea, but I guess Saab was at this from much before this time, as the old strokers and V4 96 Saabs were capable of also doing this.

1995 – Saab launches the idea of Ecopower as an overall concept for all turbo-charged engines. At the Motor Show in Frankfurt it presents an engine-development project featuring asymmetric turbo-charging of a V6, much cleaner emissions, though not as much power as the regular Full Pressure Turbo Unit.

1996 – Saab presents an active head restraint (SAHR, Saab Active Head Restraint) and was fitted in the Saab 9-5 of the era (circa 1997).

1997 – yet another Saab innovation: ventilated front seats. It is the first time a passenger car, the new Saab 9-5, is offered with this feature, I have driven a 9000 Griffin on a hot day and boy... these ventilated seats really did work. Saab ahead of the game!

South West Saab

South West Saab, had the pleasure of Lance Cole attending their meeting in December 2012, to do a book-signing session of his latest book, all about Saab. I gather there were some 30-plus books signed and the evening was a great success, The book, 'Saab Cars The complete Story', is available online and from all good book stores. Dedicated people, such as Lance Cole, should always be commended for the work they do and I have bought a copy and it really is a good read.

I know for a fact the South West Group had a great evening, keep it up. Also, please do note they have moved to a new venue for future meets – Coopers Mill, Brunswick Street, Yeovil, see www.saabclub.co.uk events section for more details about all local meets.

In Memory

It is always sad when I write this little piece, but I too was very sad when I got a phone call from Malcolm, who told me of the passing of his brother-in-law, John Jarvis, late last year. I would always see Malcolm and John at Saab events around the country and they certainly kept me going over the years at the NEC Classic Car Show. John, you will always be in our thoughts.

That's all for now, I really do hope that you are able to get to some of the events this year. Keep the faith – keep Saabing.

Elli



SOC SPARES DAY

Peter Briggs and I joined nine other groups of sellers at the spares day at Grenoside, Sheffield. It was a cold and miserable day and the bacon cobs and coffee laid on by the SOC team were very welcome.

I am led to believe over 50 buyers turned up, which I think was a good number for the first event of this type. On sale were all sorts of things you would need (sorry need is not a word you use when looking at Saab spares, maybe 'want' is the word I am looking for) to make your Saab look or run better, whether it be a 96 Two-Stroke or a 9-3SS. Even Club Chairman, Mike Philpott made a valiant attempt at clearing some of his stock of priceless classic bits and pieces (wasn't that a song by the Dave Clark Five?).

I only sold a couple of books and spent the money on

cleaning stuff from a stall, which seemed to have every cleaning product made over the last ten years. Peter fared better, bravely selling off some of his Two-Stroke parts, something I am very wary about doing because 'you never know when you are going need them'.

The whole event had a warm and friendly feel about it and Richard Simpson, who had organised the event, said that he was pleased at his first attempt and would look at doing it again next year. Watch the diary page.

Steve Trigg



SAAB 900 WOES & JOYS!

A couple of years ago I told the story of my purchase of D884 NAG, a 1987 Saab 900 Turbo that had been well cared for during its 70,000-mile life.

After dealing with a few issues that I think were linked to its low annual mileage, I set about enjoying the Saab driving experience. It really is a pleasure to drive with plenty of performance for today's roads, and very comfortable too.

So having settled into enjoying the car where it ought to be, on the open (and not so open these days!) road, all was going well until one morning the engine cut out and wouldn't restart, a bit of a problem with an auto box! Managed to roll down a hill to a safe place and it restarted, but the rev counter was swinging wildly and the engine sounded far from happy. However, it ran well enough to get the couple of miles home.

There followed months of frustration in trying to resolve the problem. And I made it worse, by deciding that whilst the car

was off the road I'd do a few other jobs, like try to get the instrument lighting to work. Steering wheel off, dash out and a car in bits that looked like it would never go again!

After two minor fires on the flexible circuit board behind the instruments, I gave up on the lighting project and returned to the task of finding out why the car wouldn't run. All checks from the Bentley manual showed everything working (ignition, EPC box, coil, fuel, etc) so in final desperation it was round the corner to Western Saab (now SEAT unfortunately) where enthusiastic Saab mechanics can still be found. The trouble was eventually tracked to the need for a new ignition module. Whilst there, the car was readied for its MOT with new steering rack and rear brake pipe and finally returned to the road for the beginning of July.



What a pleasure to be Saab driving once more, but a few more jobs needed doing. Since first buying the Saab the temperature gauge had been erratic and the cooling fan always ran when the car stopped. The radiator didn't look too healthy, so a call to Steve at Malbrad had a new aluminium and plastic radiator winging its way to Newcastle.

Changing the radiator was not a major exercise, remove the intake pipe work, quite a lot on the Turbo with connections to the intercooler, take off the distributor cap for clearance, remove the coil and then disconnect wiring from the other components around the radiator, then just two bolts at the top of the radiator, after draining of course, top and bottom hoses disconnected and lift out complete with fan.

A lot of the old radiator was left behind as the fins had turned to dust! How the car kept its cool is a mystery. The photo goes some way to showing the state of the radiator.

I took advantage of the space to clean up, de-rust and paint the cross member below the radiator and a general cleaning up around the front of the engine compartment. Intake pipe work was repainted in black and then the new radiator installed, hoses connected, wiring and intake pipe work replaced then refill and bleed the cooling system and the 'Old Nag' was roadworthy once more. And now the heater works well, the cooling fan has only cut in a couple of times in the last three months and the temperature gauge is stable. Also, as can be seen from the photo, the engine compartment looks a lot better and cared for with that shiny radiator and clean pipe work!

So another Saab turbo on the road, surprising BMW drivers and giving pleasure every time the engine is started. Next jobs are to deal with some bubbling paintwork and a rather rusty bottom to the driver's door – a common Classic 900 problem – and hopefully getting to SOC events next year.

The most recent run has been down to Duncombe Park to encourage the Saab Historic Rally team in their endeavours on the RAC Rally. Good entertainment that took me back to my rallying days in the 1970s in an ex-works Saab 96. It's so good to see these valiant Saabs being driven exuberantly and breaking the chain of seemingly never ending Ford Escorts!

I never tire of driving my Saab, but being an eight valve and automatic, it's proving difficult to achieve even 25mpg, bad news at the pumps I'm afraid, but on the other hand a good way of restricting the mileage!

Stephen Calvert

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W: newburysaab.co.uk

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yes	yes	yes	yes	yes

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Portman Road,
Reading, RG30 1EA.
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W: readingsaab.co.uk

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yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
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W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

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Saab House, Tyrrell Park,
Boongate, Peterborough, PE1 5PT.
T: 08442 437519
W: marshallsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts, 20% labour (not in conjunction with any other offer)

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

ESSEX

CHIGWELL
NORTH CITY SAAB
177 High Road, Chigwell
Essex, IG7 6NX.
T: 020 8500 4144
W: northcitysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
15% on aftersales (not in conjunction with any other offer)

ESSEX

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

ESSEX

ESSEX
TOOMEY SAAB
Service House, West Mayne,
Basildon, SS15 6RW.
T: 01268 544 055
W: toomeysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

GREATER LONDON

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

GREATER LONDON

NORWOOD GREEN
MONOREP
Poplar Avenue, Norwood Green,
Middlesex, UB2 4PN.
T: 0845 124 5046
W: monorep.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on servicing & parts

GREATER LONDON

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

HAMPSHIRE

SOUTHAMPTON
SOUTHAMPTON SAAB
Second Avenue, Millbrook,
Southampton, SO15 0LP.
T: 023 8078 9363
W: southamptonssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
30% off labour, 15% off parts

HERTFORDSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

LEICESTERSHIRE

LEICESTER
BOND STREET SAAB
43 Abbey Lane,
Leicester, LE4 5QU.
T: 0116 262 7787
W: bondstreetsaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
Discount negotiable

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

MERSEYSIDE
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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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DISCOUNT TO SOC MEMBERS
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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
20% on parts & labour

OXFORDSHIRE
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Oxford, OX2 9PL.
T: 01865 863 221
W: oxfordsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

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yes	yes	yes	yes	yes

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

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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

SCOTLAND
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PARK'S SAAB
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Strathclyde, KA7 4DP.
T: 01292 445540
W: parkssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

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DISCOUNT TO SOC MEMBERS
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DISCOUNT TO SOC MEMBERS
Saab Service Club discounts available

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yes	yes	yes	yes	yes

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

DISCOUNT TO SOC MEMBERS

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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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Langley Road, Hillmead,
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W: skurrays.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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Harrogate, HG2 8EY.
T: 01423 500 005
W: niddvale.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
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DISCOUNT TO SOC MEMBERS
20% on parts, servicing & repair work

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SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS
10% on parts & labour



PHOTO CORNER

Chris Silver (021 276-9), who has recently rejoined the Club after many years in the wilderness, sent the following photos.

Two of them show a rather sad 96 which has been sitting at a garden centre near Inverness for many years and the other one was taken by Chris on holiday in Denmark last year, where he and his wife came across this little collection of Saabs on the small island of Aero.



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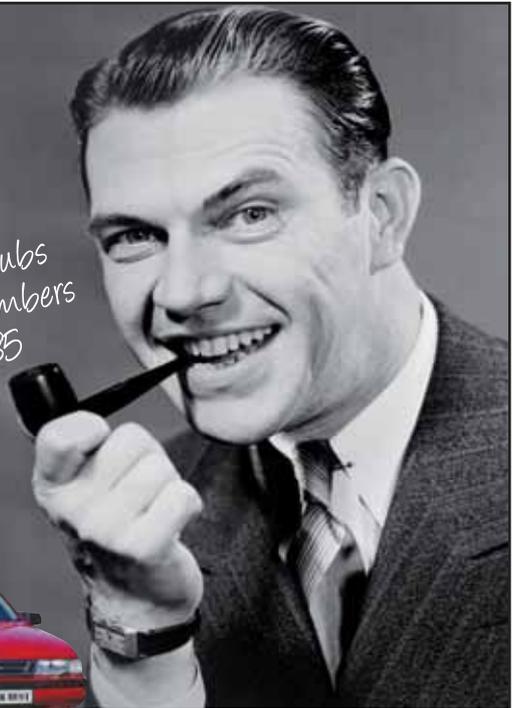


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50th Anniversary CALENDARS

2013 will be the 50th Anniversary of the Saab Owners Club of Great Britain. As part of the celebrations, a limited edition calendar has been produced. Each month has a different cartoon depicting various events in Saab rallying.

There are two versions of the calendar, one is an A4 booklet style which is wire bound and opens to A3; the other is in a CD case which opens to form a stand for use on a desk or table.

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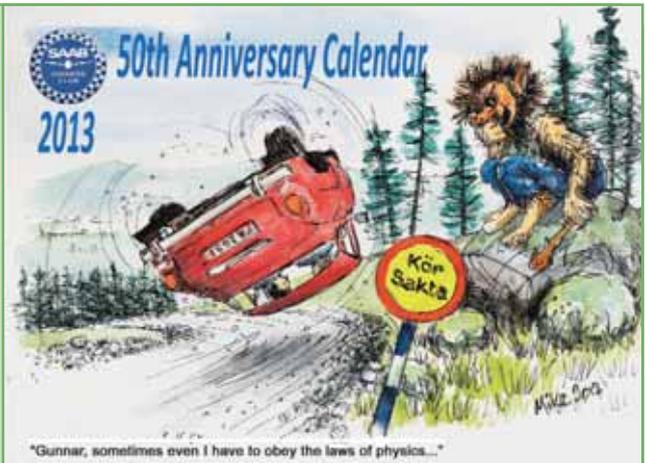
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CD style

£3.00 + £1.25 contribution to postage and packing

The calendars can be ordered and paid for via the Club Shop, www.saabclubshop.co.uk

The cartoons are the handiwork of Mike Palmer; thanks Mike for the time, energy and skill that you have given to this project.



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A VISIT TO SPA

Venue for the IntSaab2012

IntSaab2012 this year was my second attendance as a Saabist and what fun it was.

My fellow Saabist from the King's Lynn area was Martin, in whose car we enjoyed a two-week break to Finland. (See Martin's contribution in 'Driver' January 2012.) We planned our trip in three sections – pre-event tour, the event and post-event tour.

Monday, 30 July morning arrived and Martin collected me from Elsenham, the home of my elder son and family. My wife and I had been to Eton Dorney on the Sunday for the Olympic rowing heats.

We drove to Folkestone to catch the pre-booked shuttle crossing, our destination Ypres in Belgium. Journey without incident and the evening was completed with a traditional dish of mussels and pomme frites, washed down with some local beer. We attended the Menin Gate service of Remembrance, having recently discovered a possible family connection is displayed on the Menin memorial.

Tuesday morning was dull and cloudy and after breakfast and prompt checkout, we walked into the Ypres centre to join a pre-booked World War I Memorial (The British Grenadier Bookshop, near the Menin Gate). This was an eminently sensible decision,



as this turned out to be very informative. The credit due to our guide, who was well informed and spoke knowledgeably on his favourite subject, The Ypres Salient.

After a late snack lunch, it was time to visit other memorials before heading off to our next overnight stop, prior to joining the northern pre-event tour on Wednesday morning 1 August at Hoogstraten, east of Antwerp.

We were the only English on the northern pre-event tour, but this did allow us to mingle with others we had met in Finland last year. We pay full compliments to Ronny and Karina, who were our hosts on this trip. Their attention to detail made such an enjoyable trip through the small country roads, with the roof down, as we navigated our way to Lier. Here we stopped for a visit to the Abarth workshops and a pleasant evening's BBQ. The night was spent at a small, but delightful, hotel on a sports complex. We being the only overnight guests.

Thursday morning brought a cloudy start to the day, but with a promise to brighten later in the afternoon. We drove across the country roads from Lier to Brussels to meet up with other pre-event Saabists, in all around 70 cars were expected.

At the Atomium, parking was free, but where should we park, there were Saabs of all shades, shapes and sizes hogging all the best places. An hour spent in this iconic 1958 show-piece, allowed us to enjoy the views across the capital city. My father visited the exhibition I recall and returned with a Brussels tiepin, which I have to this day!

Next stop was the AutoMuseum in the suburbs of the city which we could reach following the directions in the guide book, or try your satnav. Needless to say with all good intentions, we set off with the guide, but clearly we had to

resort to Mr Tom Tom, which after a second attempt delivered us for a late lunch outside the museum entrance. This collection of cars, racing cars and model cars contained just the one Saab with many early incarnations up to the present day from across the world.

Three o'clock came and went, when would we form up into a convoy and head for Spa Francorchamps? We needed to arrive by five-thirty to take the opportunity for our three laps of the famous Formula One circuit.

Eventually, we (approximately 50-55 cars) left the AutoWorld as a convoy, across the city, pausing just outside the boundary limits at a motorway service area to re-group, led by a Toppola as the pace car! Here we go, 50mph for the next two hours, oh boy. Of course, there were some impatient photographers who had to drive past, then stop at a service station and record all the convoy. You'll have to search YouTube.

At Francorchamps, we were directed to the special car park to meet up with Saabists aplenty from across Europe, some to race and some to watch the fun. We sign up and leave for the track. The fun is about to begin, get your helmets and your lucky charms, three laps here we come!

Needless to say when our turn came, we gave it all we could, but with 170,000 miles on the clock my LPT 1992 C900 Cabriolet, with auto box, struggled to keep up with the pack, two passengers plus their bags, drained the power. We were well off the pace, but we enjoyed it nevertheless.

See you all in Spa on Saturday.

Nick Thursfield

Part 2 of 'A Visit to Spa' will be featured in the next issue of 'Driver', Ed.

NEC CLASSIC CAR SHOW 2012





Firstly, and in no specific order, I would like to thank the Saab Owners Club Events Team for taking time out/days off, to run the Saab Owners Club stand at the 2012 NEC Classic Car Show. Mark Edgar, Chris and Sharon Foxley, Elaine White, Shaw Wilson, Mike and Hillary Philpott, Rob and Carol Gray, Dave Blewitt, Frazer Bagnall, Greg Styles, Ken Dover and Dave Ross – without you guys the stand would not have been possible and, of course, thank you to all our Members new and old alike, for your continued support of the Saab Owners Club GB.

As in previous years, the event took place over three days and was a haven for all car and motorcycle enthusiasts alike. The Saab Club stand was a very busy place with Saab drivers, ex-Saab drivers and even drivers who still hope one day to own one of these fantastic cars.

The stand was populated this year with cars spanning virtually the life of Saab cars and this mixed in well with the background theme of the BBC 'Top Gear' feature on Saab cars, so we had the 92b, owned by Ken Dover, a Saab 99 Turbo of 1977 vintage owned by Chris Foxley, then coming up into the 90s we had Mark Edgar's 9000 Aero and the car that I think most people had a tear in their eye for, was ironically the new 9-5 owned by Mike Philpott. I got this feeling that people had great mixed emotions about the car being the last one ever to wear the Saab logo and the brand will be sent to the history section of the National Museum, well no! – Saab is not dead (and tell all your friends!) – they are just re-grouping!

Over the course of the weekend the SOC also welcomed a host of new Members joining on the day, we hope you will enjoy the Club, its benefits and also this magazine. Please do submit any articles you may have for inclusion, it all makes for great reading. Oh, but we also welcomed our friends from many years of Saab Club Membership; I hope you had a good time and enjoyed the event and I did not talk for too long, yes, I have been known to prattle on a bit?

This must surely have been the biggest Classic Car Show that has ever been, along with the vast array of vehicles from today and yesteryear, there was an absolutely huge Traders Village, where you could buy virtually any accessory or nut or bolt. I was in there for ages looking around for anything I could think I would use and yes, you guessed it, I bought a load of polish and car cleaning gear in readiness for the 2013 run-outs, in the old C900. The Saab Owners Club stand also had items available to purchase via the Club Shop and a brisk trade was also being enjoyed.

Our Members are very loyal and fantastic people and many of you did eventually find us in Hall 11 and stopped for a chat. I hope I did not keep you gassing too long, you know what I am like, as soon as I get started, I just cannot stop! (I am sure I have said this bit before!)

The pictures gives you a feel of what happened over the weekend, I must apologise now, for the picture of Mark and Mike – I have no idea what on earth they were up to, but Mark looks as though he is about to break out in the famous Marx brothers walk? And the little boy sitting in the 9000 (well he is pretty big now) is Scott Darnborough, you might remember him from a few years ago, when I had a picture of him in this very magazine modelling one of the Saab Owners Club bow ties. If you remember at the time, I told his dad off for being so cruel – but it looks as though there was no lasting damage, so next year we will get him to model our new range of Saab Owners Clubs dangly earrings or something equally horrid! (Joke)!

As there was so much interest in the new 9-5 on the stand, I thought I would dig out some facts about it, for you all to savour. I agree it is a fantastic looking car and cannot wait for the new incarnation of Saab cars.

The current generation 9-5 is built on the 'Global Epsilon platform' and was presented in September 2009. This platform is unique, in as much as it is scaleable, so you could make a large vehicle, such as the 9-5 or future thinking would have allowed for a much smaller vehicle (say Focus sized). The new 9-5 had its North American debut in October 2009, the first pre-series Saab 9-5 of the new generation to roll off the Trollhättan production line.

With the announcement of the sale of Saab to Spyker, on 26 January 2010, it was confirmed that the new generation Saab 9-5 was already in production at the Saab plant in Trollhättan. Full production began in April 2010, with the cars appearing in dealerships on 19 June. Saab introduced a wagon variant of the new 9-5, dubbed 'SportCombi', which appeared extremely briefly at a dealership in Humberside – then it was gone.

As Saab's business issues came to a head, production of 2011 9-5 models essentially ended in March 2011, when the production line in Trollhättan was stopped, due to supply chain issues related to Saab's liquidity.

'Why mention this?' I hear you cry. Well, it's just the amount of people at the NEC who thought it's an insignia dressed up, was beyond belief, so here are the hard cold facts, oh and I have been reliably informed, there are approximately 2000 UK new 9-5 models in Great Britain, a pretty rare sight, and a beautiful car.

It still amazes me, to this very day, the amount of people who came onto the stand with still much fondness of Saab. There was one lady who asked to sit in Chris Foxley's 99 Turbo and I thought at one stage, we will only get her out of the car with the steering wheel still attached to her hand, and with her still sitting in the driver's seat. Her husband did explain to us that she did, in fact, used to have a 99 Turbo some years ago and still to this day, years for another. Well, I did try to sell the said 99 Turbo, but the owner, Chris Foxley, just would not entertain the idea – I wonder why?

Well that's about it for this Classic Car Show news. Hope to see you later this year at the 2013 event, 16-18 November 2013. As usual, as soon as I get the discount codes and other information, I will post it on the Saab Owners Club website.

Elli

THE SOC CELEBRATES 50 YEARS!



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

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

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

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

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



SAABS GO ROMAN

10-12 May 2013

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

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

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

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

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



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

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

Deposits will be required no later than the end of February, so please do not delay.

www.visitnortheastengland.com



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

Friday, 17 May 2013



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

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

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

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

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

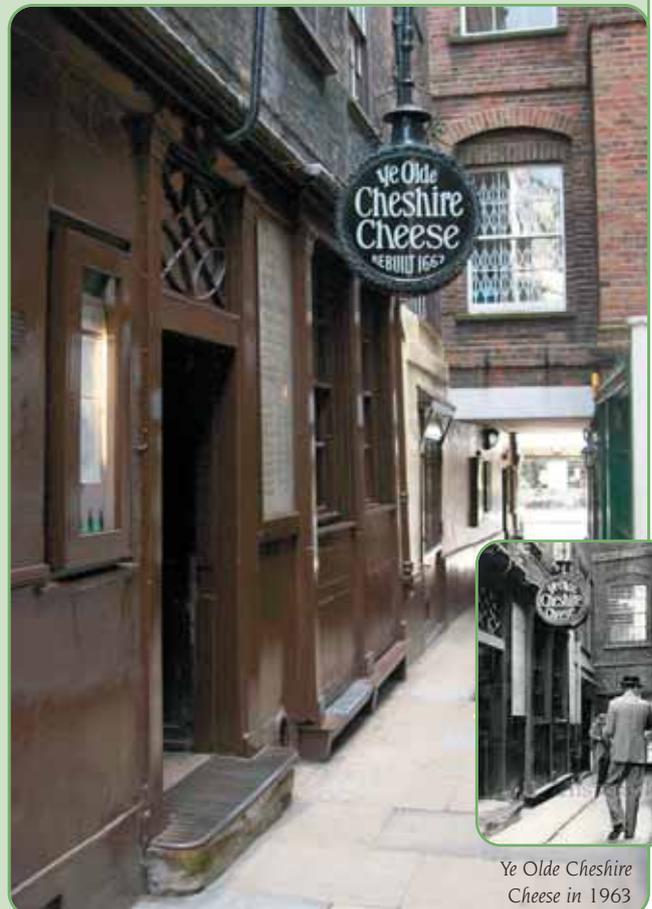
Those staying in London are free to enjoy the many attractions our capital city has to offer. There is no need to do things as a group if you do not wish to, but feel free to make plans with your friends if you wish.

However, we would recommend a visit to the Science Museum to see the 1956 Saab 930 in their display of small European cars from the 1950s and 1960s!

We very much hope to see as many of you there as possible. Numbers are strictly limited to a maximum of 50, so please be sure to book early or risk disappointment!

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

Deposits will be required no later than the end of February so please do not delay.



Ye Olde Cheshire
Cheese in 1963

PEAKS AND DALES

Saturday, 1 June 2013

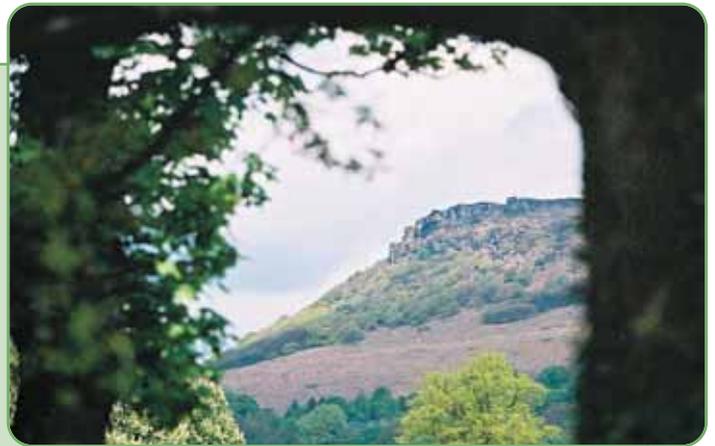
This is the 10th run in the Peak District area organised by the North West Group. The run is around 120 miles and will start as usual at Windy Harbour Hotel in Glossop, Derbyshire and cars will start leaving at 8.30am.

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

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

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

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



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

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

www.peakdistrict-hotel.co.uk/



SAABS ON THE MARCHES!

28-30 June 2013

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

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

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

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

Our package for the weekend will include:

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

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

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

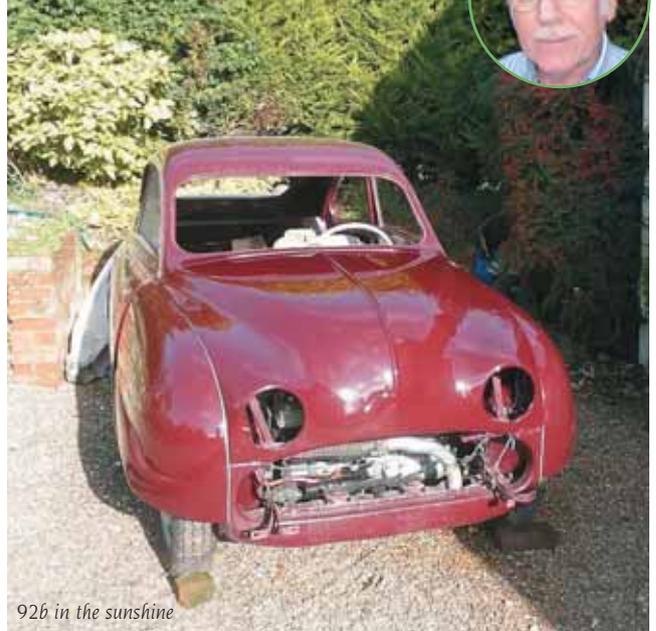
For more information and a booking form, please contact Alex Rankin at therankins565@btinternet.com or on 01935 431196. Alternatively, you can find more information and the booking form on our website.

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

Deposits will be required no later than 28 February 2013 with full payment by 18 May 2013 so please do not delay.



Shiny new chrome



92b in the sunshine

Chrome, Electrical and Engine Repair

With winter well and truly upon us, many of our Two-Strokes will be locked up and keeping warm in garages until next spring. So before my 92b was wrapped up, I took a photo of it on one of the last sunny days of November. This particular day was also the first time that it had seen the light of day, having been kept in the workshop for a very long time.

With a few more jobs to be done on the restoration, the latest and most expensive was having the chrome refurbished. This was carried out by C E Design Ltd in Hythe, Kent (www.ce-design.co.uk) as can be seen from the photo, it is all very clean and very shiny.

I also had the dynamo and starter motor refurbished by Broadway Electrical Services in Grays, Essex (www.broadwayelectrical.co.uk) they carry a vast amount of rare spare electrical parts for classic cars, including Saabs, and if they haven't got it they can make it.

The following email was received from Kjell Pettersson in Sweden: *"Hi from a Member in Sweden, DKW Owners Club. Thanks for a good homepage for Saab owners. We are repairing DKW engines in our workshop with good response to good prices. We are also repairing Saab Two-Stroke engines. If we can do something for you contact me at kjell_p@live.se or phone +4673897 84 60."*

If you have a worn out engine it may be worth giving Kjell a call.

Pre-1960 Vehicles' MOT

Being the Clubs signatory for the V765 Scheme, I received the following letter from Claire Rush, Corporate Affairs Directorate, DVLA: *"I am writing to notify you of a change in legislation that may impact a number of your Members. From 18 November 2012, vehicles manufactured before 1 January 1960 will become exempt from the requirements to have a mandatory MOT test. I can confirm that these vehicles will still be required to be in a roadworthy condition when used on a public road. Keepers of pre-1960 vehicles will still be able to take a voluntary MOT test at all approved testing stations if they wish to do so."*

"This means that on or after 18 November 2012 keepers of vehicles who need to tax their pre-1960 vehicle(s) will not need to produce a valid MOT pass certificate when applying for a tax disc. Any application to tax via the Post Office or Local Office will require a completed V112 (Declaration of exemption from MOT testing) where the customer

declares that their vehicle is exempt. In addition, the DVLA electronic vehicle licensing system will enable customers with pre-1960 vehicles to tax without a MOT from 18 November 2012.

"This exemption will also apply to vehicles where a date of manufacture is not on the Driver and Vehicle Licensing Agency (DVLA) system, but the date of registration is recorded as being on or before 7 January 1960. We also apply this policy to the qualification criteria for the pre-1973 Vehicle Excise Duty exemption.

"I can confirm that the Agency will continue to allow pre-1960 vehicles to either transfer or retain their registration mark, using the current cherished transfer scheme provided a voluntary MOT has been passed. This is to ensure that vehicles are still in existence and prevent potential fraudulent claims for attractive marks.

"Where keepers believe their current vehicle should be exempt due to the law change, but their Vehicle Registration Certificate (V5C) does not reflect this, they will need to write to the DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

"In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is important that evidence provided to amend or add information already held on our system is accurate and truly reflects the vehicle for which it is issued. Therefore, it has been decided that for these specific cases, requests will only be considered where it has been accompanied with either an extract from the manufacturer/factory record, or an extract from the appropriate 'Glass's Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

"I can confirm that for these specific cases DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. Such certificates will, however, continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles."

I know there are not too many pre-1960 Saabs in the Club, but some Members do own other classic cars and this may be of interest to them as well.

Well, I hope you all had an enjoyable Christmas and I wish you all a Happy New Year with plenty of Safe Two-Stroke Saabing!

Peter



Happy New Year everyone! I hope you all had a thoroughly splendid festive season celebrating whatever good things you choose to celebrate in the middle of winter...

I am grateful to my friend Mark Ashton for providing the following article. Mark has very kindly offered to help me out by providing lots of interesting material for you to enjoy while I focus on less V4-specific things for a while, just minor matters such as our 50th Anniversary celebrations in late spring and the International Meeting in August. Below is the first instalment in a series of articles he is planning to cover the rolling restoration of (one of...) his 96s. Over to Mark.

My name is Mark, and I'm an addict.

It was my Dad that started it. (Where have I heard that before?! – Al). He had Saabs all my life and ever since he met my Mum. He taught me to drive in a 96V4 at 13. On my 16th birthday the car was given to me. I was an apprentice in the local Ford dealer's bodyshop and restored the car for when I passed my test. Fast forward 18 years, I've had over 60 Saabs and now run my own bodyshop. The addiction never goes and I currently have a small fleet of aging Saabs, all waiting their turn for some much needed TLC. As such, I'm always on the look out for parts/cars to feed the growing fleet.

This is where this particular story starts. Having seen the car on a well-known auction site a couple of times, the chap selling the car (mainly due to a snapped bottom arm) had got sick of being messed about by people and offered the 96 for sale on the Saab-V4 web forum, prior to it going for scrap. I made an offer and brought it home. After fitting a spare bottom arm, mainly for ease of movement, encouraged by how well the engine ran, I toyed with the

idea of running it about, just to make sure the engine was sound you understand. Before breaking it for bits to help rebuild my Sonnet 3.

One thing led to another and I found myself at the local Saab specialist, having it MOT tested. Bit of welding, couple of bulbs and odd tyres, ended up with me spending three days making and welding-in new upper and lower sills, along with bit of floor and seat belt mount. Well, once wet and all that, so back we went and left with a pass. So much for it being a breaker.

Now the car was tested, I taxed it for six months and started running it as a daily-ish driver. Things started to niggle at me, so various things got fixed and old bodes got re-done, as they bugged me on my daily commute to work. The car was starting to eat into my parts stash, which for those asleep at the back, was the complete opposite to the excuse for its purchase in the first place. But it runs so well and I missed having a V4 on the road. 'My' 96, the one I learned to drive in, was/is off the road, awaiting TLC, so this was an enthusiasm boost. But as more time and effort was spent on this 96 the more I thought about 'doing it'.

So here we are – I spoke to Al and we have decided to let me run a build diary on the rolling restoration of this 96. Now, before you all think it's going to be a 'money no object' pro-restoration, I should point out that; (a) I'm a Yorkshireman and (b) I just could not justify that sort of job on this car.

That said, it will be done to a good standard, but more as a hobby restoration so, hopefully, you can follow along and pick up tips or get your enthusiasm and encouragement to have a go at your own.

Thanks for reading all this and sorry for waffling on. There are lots more photos and further details of the rebuild, so tune in next time!

Mark



Not much to report on the register front this time, though as I see the number of 90s on the road has dwindled to 15 perhaps this isn't surprising! I still get to hear of cars for sale, often between 'Drivers', so if you are looking for one let me know and I'll keep you posted when one turns up. Values of 1980s models seem to be moving upwards now so this could be a good time to buy.

Some fuels better than others?

Regular readers will know that in the past my 90 has suffered from fuel vapourisation problems when hot. This was more or less cured by extreme adjustment of the carburettor float level, since when I've almost been able to forget about the problem. Then a few weeks back whilst queuing on the way to work it returned. The only change I could think of was that being low on petrol the day before I'd used a BP garage for a top-up. The next day I filled up at my local Harvest Energy filling station, which has become my regular stopping place. In both cases I'd used super unleaded, as recommended by Saab for the relatively high compression H series engine (no knock sensors to fall back on here!). The next morning there was the same queue but no fuel problems. Thinking back I used to use a different BP garage quite regularly when I had the problems before. Could it be that there is something more volatile about the modern BP blend which makes it prone to vapourisation with a carburettor set-up? I've been in plenty of traffic since and the problem hasn't returned.

Insurance

It's a couple of years since I shopped around for insurance and the premiums for my 90 and Sonett had crept up at each renewal, so this time I checked out a few other quotes. Despite all of the questions asked by insurers it's often difficult to pin down what materially alters the risk, and therefore the premium. Mileage is obviously important when both cars are on limited mileage classic policies, but one other factor which came to light during the renewal process was the level of

excess. Increasing this made a significant difference. I found Peter Best to be the most competitive and helpful, particularly when it came to the Sonett which as an import doesn't appear on the standard data base. Most other insurers, including some who should know better, could only come up with 'the computer says no'.

Winter Preparation

I refitted my winter, actually Kleber all weather, tyres to the front of the 90 at the beginning of December, ready for whatever winter throws at us (it's currently minus four degrees outside). I agree with Mike that these seem to improve grip generally in cold conditions, not just in snow. At the same time I switched the heater flap setting in the engine bay to winter so you get hot air from all vents. The heated rear screen which I replaced with a kit a couple of years ago seems to be struggling again so will need some more work.

Anniversaries

I must admit these are often a source of useful copy when things are quiet! But this year, of course, marks the 50th Anniversary of the Club, to be marked by the International in August. It is also the 50th Anniversary of the first flight of Saab's jet trainer aircraft, the 105 or SK60. This was built at a time when there was genuine crossover between Saab's aircraft and cars. The project leader for the 105, Ragnar Hardmark, later switched to the car division to carry out development work. The 105 entered service in 1966, serving with the Swedish and Austrian air forces, and it is a tribute to Saab's original design that the 105 is expected to stay in service until 2020, another well-built Swede! The picture, taken at the Flygvapenmuseum in Linköping in 2004, shows a rather weathered example lined up with two other great Saabs – the Tunnan and Lansens. The museum is well worth a visit if you are interested in the other side of Saab. You can also see more of the Austrian Saabs in action at www.tigerstaffel.at

Stuart



Darryl's 99 Turbo Project – Part Three

Well, it has been almost a year since my last instalment and I can tell you the 99 is finished and has been on the road for several months, has completed over a thousand miles and in that time has given me great fun, along with a few ups and downs!

The running gear has ended up very much like the rest of the car, being a mixture of original 99 turbo parts and 99 GL parts. Due to the turbo B motor needing a complete refurbishment, after I had added up the cost of things, like the water pump, re-bore, pistons, crank grind etc. etc, I was into some serious money, money that I just didn't have. What I did have lying around though was a 2.0 H type motor from the GL with only 80k on it. Since I had read that the turbo motor internals were basically the same, I decided to use the H motor.

The engine was stripped, cleaned and inspected and needed very little work. I had the local engine shop drill and tap the turbo oil drain in the block, they also skimmed both the head and block faces as they were quite pitted. Obviously the standard pistons were no use so I cleaned up the forged pistons from the B motor which were in good condition and then fitted new piston rings. This would then give me the 7.2:1 compression ratio of the turbo engine. The crankshaft was in very good order and just needed polishing and I also fitted all new bearings. The similarities between the later non-turbo H motor and the earlier B turbo motor are many, even the part number on the conrods were the same.

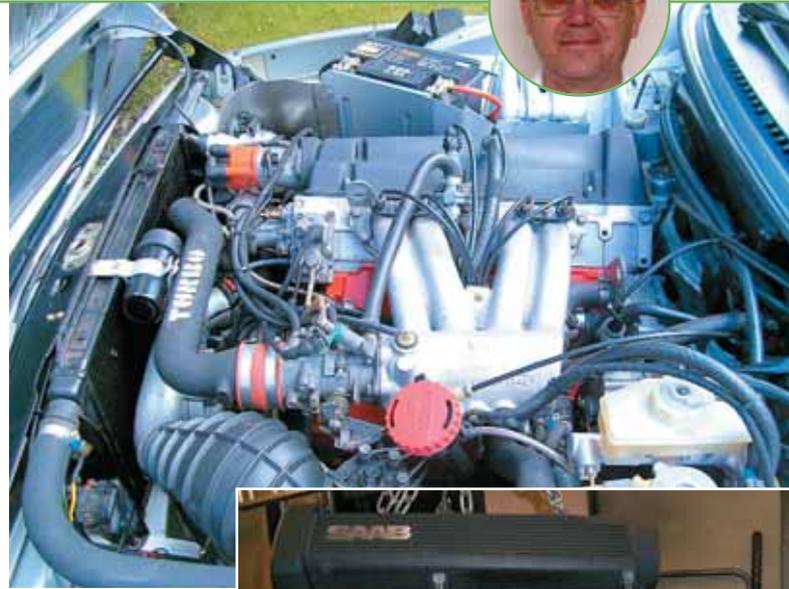
The cylinder head was rebuilt using the turbo valves as the exhaust valves were sodium filled for cooling. The one issue I wasn't sure on was the camshaft, which is obviously for a carb engine, but after reading the timing is the same for the later APC engine, I figured it would be OK. I had to acquire a complete inlet manifold and fuel system from a scrap 900 as the B ones didn't fit, but at £25 it wasn't a problem. I managed to retain the original turbo with external wastegate which I rebuilt with new gaskets and a diaphragm.

The turbo had been refurbished by a previous owner and hadn't done much so I was hoping it was OK. I used the H type distributor and rebuilt it with the turbo 'inards' and vac unit. Once the engine was up and running, I checked it had the correct advance/retard with the strobe light. It wasn't correct the first time and took a few attempts to get it right. All new plugs and leads were fitted.

The transmission was my next task, and although it was a turbo one, going by the numbers on the casing (G44601), I decided not to use it. The main reason I figured, looking at the condition of the engine, the gearbox wouldn't be far behind and having driven the GL up from Southampton, I knew it was OK. I still have the turbo box which I can use for spares. So I steamed off the GL box and removed all the covers, drained the oil and cleaned out the internals. At this point I also swapped the primary drive gears from the turbo box which were type 6, this was something that I later came to regret and will come to that later! The oil grade I went for after consulting Chris was a 75w/80 gear oil and I can report that it was a success, even in cold temperatures the change is slick! I spent a lot of time setting up the gear change and put the lever mechanism back together with plenty of grease and I think it paid off.

Once I had bolted the engine and gearbox together, I lowered the whole lot back into the car. It took me several months to get everything connected up and working, and there were some headaches like the oil cooler that I had to use from a 900 because the 99 one didn't fit and the turbo oil feed; how many different type threads do you need for oil pressure switch fittings! I managed to get hold of a complete standard exhaust system for a 99 turbo so it was just a case of bolting that up, nice and easy!

So with the 99 up and running it was MOT time and other than a



couple of minor items it flew through! The next couple of months were spent ironing out various problems from fuel injection faults, coolant leaks and clutch failure. The suspension springs I used from the old



99T had gone weak so I had to purchase a new set. I took the opportunity to drop it slightly and fitted 30mm lower Kilen springs. What a difference it has made to the handling, however I would advise getting a full alignment check afterwards though, I couldn't believe how far out the geometry was. I settled with about 0.5 of a degree of negative camber at the front and that involved removing virtually all the wishbone shims on the nearside.

The car now corners like I would never have believed, I once had the privilege of being passenger in Julian Davies 99 Turbo and it blew me away how that thing went around corners and I said to him if I ever get mine half as good as his I would be well pleased. So that's the handling sorted, what about straight line. Well, it went OK but because I fitted the type 6 primaries and I hadn't realised the GL box had a higher final drive it was very high geared. OK on the motorway, it did about 3000rpm at 70mph, remember it's only a four-speed so third was good for nearly three figures! Sounds good but in reality it never performed right, it just always felt like it was winding up.

I refitted the original primaries and according to the workshop manual it is geared about the same as an original 99T and what a difference it has made – I now get wheel spin! I have a few plans for it, one being to fit a 900 intercooler and renew the k-jet fuel pipes.

All in all I've really enjoyed doing the 99 and driving it is the biggest pay-off, it puts a big smile on my face every time. I don't know what it is about 99s, but they are addictive!

Darryl

I don't know what it is either, I just hope they never find a cure! Having experienced most of the Saab range over the years we still return to the 99s, which says it all really.

Many thanks again to Darryl for his contribution and update on his restoration. As always, please keep me updated and I look forward to seeing the car at the International Meeting in August.

Chris



Hello and welcome to 2013, I hope you all had a very enjoyable Christmas and your New Year is starting on a positive note. Don't worry, I have not moved to Miami since the last edition of 'Driver' (although the dry weather and warm sunshine would be very welcome!). The photos you see here were taken on an unopened section of the M25 in the mid-eighties, with kind permission from WS Atkins of Highways Authority fame, with a nod to that popular TV cop show, 'Miami Vice'.

I know many of you, including myself, will have the same model of car today, but do any of you still have the clothes!

You will also notice the Lynx Convertible, one of just two made by Lynx Engineering Ltd here in England, with its roll over hoop and Targa top, that probably cures the scuttle shake we all notice in our convertible models. Lynx created one in red, the other in blue, and charged back in the days of the mid-eighties in the region of £4000 for the conversion, but I am sure you will agree that the actual car eventually produced by Saab was so much more attractive, and after a short while behind the wheel all is forgotten, as you enjoy that top-less feeling!

Believe it or not, according to the DVLA website, the red Lynx Convertible is still in existence and road taxed. Sadly, along with the other two cars, the blue Lynx Convertible has gone to the great car park in the sky. It would be fun to dress-up in period clothes and recreate this scene from the mid-eighties once again, but what are the chances of getting a quiet period on the M25 to do it...? I thought that would be the answer!

New registrations

I am constantly amazed and impressed by the length of time Members keep their Saabs, and the miles they cover during such lengthy ownerships. Take for example Mr T J Hills, Member No 021141d-3. Mr Hills bought his fourth Saab, a January 1991 'H' registered 900S Lpt 16V in December of that year with 35,000 miles on the clock and has since driven the car to an incredible 338,000 miles. Mr Hills writes that because his wife was always borrowing his car in preference to her own Peugeot 105, he found himself having to source for her a 900 of her own, also an 'H' registration, but this time an SE version with all the luxury items fitted, that befit the model and, in Mr Hills' words, 'a mere 150,000 miles' on the clock. Both cars are five-door with 'his' in Le-mans Blue and 'hers' in Silver.

Mr D W Plasket from Leicester Member No 020607-1, who I met at this year's National gathering at Wicksteed Park, would like to register his fleet of C900s.

Mr Plasket has a 1986 T16 Odorado Grey project car D466 CND, a Silver 1988 daily driver 900i E516 NSX, a Red 1990 LPT Aero H69 LDU and lastly, but never least, a Blue 1993 Turbo S Convertible L953 GJT, which he informed me was his toy!

I hope you have enjoyed going back to the Eighties, for me, a great decade with great memories. Best wishes.

Alex



It's Cold Again!

The weather seems to be going the Saab way it is getting cold!

I missed the last copy of 'Driver' due to a load of work. How I had enough time to go to work I will never know. One reason was that my father-in-law died and the contents of his house and double garage had to be cleared out, nobody appears to want second-hand furniture. The garage clearance was very interesting as pa-in-law was involved in developing Trans-Atlantic undersea telephone cables, microwave land transmission and, at the end of his career, he travelled the country to map out the best places for mobile phone transmitters. As a result there was a lot of interesting relics that have gone into the BT museum.

I am still stripping out bits of my CSE that is being scrapped, my system of working is that I think I will keep that bit, that is until I look in the garage. Then that bit stays on the car to go with it for scrap! As I take the CSE apart I realise why Saabs were so expensive to build, I am of the opinion that there was a mechanic on the design team as most of the parts are easy to get at. Talking of parts easy to get at, my heater matrix on the Aero was leaking and the Abbott mechanic told me that replacing that item was one of the most difficult jobs on a 9000, so he got himself a job! The drive shaft boots have also been replaced, tracking sorted so that it is ready to face whatever the

elements throw at it, we will probably not use it if there is snow or ice on the ground. Bea (banned from driving by doctor) has spent a few pennies on a 2009 Land Rover Discovery 4, for me to drive, it is very good. I wish Saabs made an equivalent. Now that would be fantastic! This Landie comes with tyres labelled 'Mud and Snow' if I don't make any more contributions to the 'Driver', you will know that they aren't M&S.

With the new wheels came the new MOT 'certificate'. I say 'certificate' because it is printed on a piece of cheap recycled A4. Gone is the embossed garages name. Gone is the allegedly non-copyable paper. It has spaces for recommendations though, just think of the millions of pounds that the DVLA is saving. The idea is to do away with the MOT certificate and the V5C registration document, everything will be accessed on the computer. Great, I know several car owners who are not computer literate, let alone having one. What does one do when one drives down to St Tropez in the Bentley Continental and is stopped by French PC Plod demanding the cars papers? How do we check the cars various details that are now on the V5.

New Registrations are going to have to wait until the next edition. I am looking forward to the International Rally at Wicksteed Park, I hope to see you there.

John

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9-3SS REGISTER



Hello everyone, here we are again. I hope that you all had a good Christmas and that this year is kind to you. Happy New Year. Firstly, an apology to Mr P Berrill. Last issue I meant to have a picture of his 9-3 Carlsson, the register's first, included in the column. However, due to space, it didn't get printed. So here it is and I'm sure you will all agree that it looks very striking. Sorry about that Mr. Berrill.

Moving on, I have received a couple of letters recently. The first is from Barry Hall and he has a tale of woe. Fortunately, it has a happy ending and a reassuring message. Barry writes;

"I am writing to you in the form of a follow-up to an article in the March/April 2009 'Driver', which asked the question: 'Are the newer Saabs Safe?' I was also the owner of a 2006 9-3 V6 Aero Sport Auto; I didn't go as far as a Hirsch upgrade, but it was a fine car to drive and I enjoyed its company for six years, and put some 60,000 miles of the 67,000 on the clock. It was a partnership that I was willing to extend for a good few years. However, on 5 August 2012 my wife Ann and I were travelling back home to Wales on the M5 motorway, myself driving. It appears by medical opinion that out of the blue, I suffered what is known as a Bradycardia (a serious heart block). This results in a very low heart rate, hence a lack of oxygen getting to the brain. This caused me to blackout whilst using Cruise Control at 70mph plus in the middle lane one mile north of Strensham services. We ran off the motorway, crashed through a fence, just avoiding the crash barrier protecting the overhead bridge. Then the car shot up through a woodland taking out about 12 to 15 small trees, narrowly missing the main concrete bridge support. After travelling 250 metres, we were brought to a stop by a large tree. Very fortunately my wife and I were able to walk away without any serious injury; however, the trusty steed was a write off.

"A very similar situation to the Chris Moon event highlighted in the 2009 'Driver'. Once again all the Saab safety features were deployed and did their job upon impact. The photo tells the own story. The question then, is the newer Saab safe? My answer is a big resounding YES!

"I was taken into Worcester Royal Hospital and fitted with a Dual Chamber Pacemaker on 8 August 2012. I am now back behind the wheel. My new steed is a Saab 9-3 TiD Vector Sport (150) Auto. In effect, I have lost some 100 horses, but as a consequence, I will be sort of doubling my MPG, the V6 never did any more than 24mpg locally. It never got out of third or fourth gear. So who knows with the money that I'm about to save on fuel, maybe a little Hirsch tweaking could be in order. Happy Saabing."

Thank you for writing Barry and sharing your story, I am so glad that you and your wife escaped unhurt and that you are now back in action.

The second letter is from Mike Hope:

"Seeing your piece in the new 'Driver' has finally propelled me into bringing my details up-to-date with the Owners Club. I've been a Member for years, but being non-obsessive about such matters (I am after all a Groucho Marxist – that is I find it hard to join a club that would have me as a member) I think the last details held for me are from about 10 years ago when the current Saab was a 9000.

"My current car is 9-3 Sport Wagon in whatever the Turquoise Blue colour is officially called. It's a Vector Sport TiD 150, registration number LB55 UEX. It's done 163,595 miles as of this evening, though it will top 164,000 miles by the weekend. During this time it's had two new cam belts, water pump, EGR valve, inlet manifold, distributor, total new sports suspension (this latter at 120,000 miles), and most recently a new clutch, slave cylinder and dual mass flywheel (£1K – ouch!) plus a new head gasket. It's my daily workhorse and I have to maintain it as such. It's also great for loading up with mountain bikes and all sorts of other gear. I drive it hard but it still feels nice and tight, as indeed it should after having all this care lavished on it.

"I would observe that the current GM generation of Saabs are significantly less robust than the old 9000s and Classic 900s, as is evidenced by a quite long list of replacement parts. Things just fall off or fail more frequently than of old. But when everything works, 9-3 Sport Wagons are a joy to drive!"

Thank you Mike, for that write-up. It does sound as though you have had more than your fair share of replacement parts. Let us hope that this year is a little kinder on your pocket.

I can confirm that at the moment, with over 164,000 miles, you hold first place for the highest mileage 9-3 on the register. Congratulations. I believe that Ian Popham is in second place with over 140,000 miles.

Thanks for all the contributions, keep them coming. Until next issue, take care, drive safe and happy Saabing.

Simon



New Registrations

Name	Area	Membership No.	Registration	Model	Details
Paul Bate	Wisbech, Cambs	021032D-11	LB10 NFR	9-3 TurboEdition TiD Sport Wagon Auto.	Black Paint, Black Interior. 7,700 miles. Chassis ZS3FASAW7A1615205.
Chris Cadman	Lytham, Lancs	021020D-9	SV55 HYR	9-3 Sport Wagon 2.8 V6 Turbo.	Black Paint (M), Grey Interior. 62,000 miles. 250bhp. Chassis: YS3FH51UX61013335. Infotainment ES2-13. Prestige 300 sound system. Convenience Pack. 6 speed Auto.
David Nicholas Hull	Sandy, Beds	021225-8	KY10 YUK	9-3 Sport Wagon Aero 280.	Silver Paint, Black interior. 2,285 miles, year 2010. Chassis YS3FC5BR1A1605482. Sentronic 6 speed Auto.
Howard Greening	Pembury, Kent	021279D-10	A3 HFG	9-3 Linear SE Convertible 1.8t.	Silver Paint, Black Interior. 46,500 miles, Year 2007. Chassis YS3FB75F286002540.



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900 GL GLE EMS GLS CD	79-83	£315.68
900 900i	85-90	£361.77
900 Turbo	81-82	£419.51
900 Turbo	84 on	£406.48
900i 16V Cat	89-91	£280.40
900i 2L 16V HB	88-91	£361.77
900i 2L 16V CAT	91-93	£280.40
900i 2.3L CAT 16V	10/93 on	£413.94
900 Turbo CAT 8V	89 on	£265.82
900i 2L Turbo 16V CAT	10/93 on	£413.94
900i 2L Auto CAT	10/93 on	£413.94
900i 2L CAT Manual	10/93 on	£349.24
900i 2.3L CAT	93 on	£413.94
900i 2.5L CAT V6 24V	94 on	£364.44
9000 Turbo 16V HB 5dr NFP	85-88	£395.82
9000 9000i	86-88	£395.82
9000 2Li Turbo CAT CS	92 on	£317.94
9-3 2.01 CAT B2041	02/98 on	£430.58
9-3 2.01 CAT Turbo B204L	02/98 on	£423.92
9-3 2.01 CAT B2341	02/98-09/98	£430.58
9-3 2.2L TDI CAT HB	03/98 on	£526.59
9-5 2Li 2.3Li Turbo CAT Sal	06/97-09/01	£484.80
9-5 2Li CAT Est	06/97 on	£407.50
9-5 2.3Li Turbo CAT Sal	07/99 on	£484.80
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Jim Winfield



Tim Hird



Gary Douglas



Peter Heston



Bay Horse Autos

BAY HORSE AUTOS

It all started in 1962 when Tony Hurst opened Furthergate Motor Services in Blackburn as a sub-dealer to Anderson Motors of Stockport who were the Saab distributors for North West England.

In the Beginning

Tony had been the Sales Manager at Andersons and he attended the first meeting of prospective distributors for the introduction of Saab cars into the UK. The meeting was held in the home of Michael Burns who was to be the head of Saab car sales in the UK. He was to be located in an office in Regent Street, London where Saab had offices relating to Saab aircraft.

Five or six potential distributors attended the meeting and they were introduced to Erik Carlsson. Test drives in the then new 96 and the 95 Estate car took place and everyone was extremely impressed.

Furthergate Motor Services Ltd were then formally appointed as full dealership representatives for East Lancashire in 1996. As sales volumes were fairly low Furthergate then took on a Honda Franchise as a supplement but this was abandoned after a period to concentrate on Saab, sales continued to rise particularly after moving to Bay Horse Garage in 1976. Bay Horse Saab was one of the original Saab Dealers and The Saab Owners Club held a very successful Annual General Meeting at the Bay Horse Saab Premises in Osbaldeston on the outskirts of Blackburn in 1994. In keeping with Saab's aircraft heritage the garage was adjacent to The British Aircraft Corporation factory at Salmesbury. The trading name was altered to Bay Horse Saab.

Sales continued to rise peaking in 2006/2007. Sales continued until the parent company General Motors took the decisions which resulted in the demise of Saab as a manufacturer of cars to match the best.

Rising From the Ashes

Following the closure of Bay Horse Saab, Bay Horse Autos was established at the premises of Bay Horse Saab on 2 April 2012.

The three Directors are, Tim Hird who was the MD of Bay Horse Saab from 1990 until the closure of the business in February 2012. Tim has personally attended many Saab courses, predominately sales and management, but has been involved with Saab at Bay Horse from 1979, a total of 33 years.

Gary Douglas who was the Parts Manager at Bay Horse Saab for 17 years has a wealth of Saab product knowledge and parts experience, having attended many training courses at Saab GB. And Jim Winfield who was the Service Manager and has worked on Saab vehicles from 1977, at total of 35 years and has attended Saab technical courses throughout the years until the demise of Saab GB in November 2011, I can honestly say Jims Saab technical knowledge can probably not be equalled.

Other Members of the team at Bay Horse Autos are technician Peter Heaton, 35 years Saab experience and Cathy Evans, 23 years at Bay Horse with a wealth of experience in accounts marketing and website design. The team collectively have 140 years Saab experience and knowledge.

Tim Said, "the customer database from Bay Horse Saab enables us to communicate to over 2500 Saab owners and we have had tremendous loyalty from customers of the old Bay Horse Saab who have enabled us to have a successful start with Bay Horse Autos. A large number of referrals from customers, forums etc are now enabling us to increase our customer base. Daily deliveries of Saab parts are helping to get accident damaged Saabs back on the road quickly with body shops throughout the North West contacting us for parts.

"We relocated off Junction 5 of the M65 in July when the old premises were sold, the new location is easily located and central to our customer base covering Lancashire Cumbria Cheshire Greater Manchester and West Yorkshire".

MOTORSPORT

Are you sitting **COMFORTABLY?**

I promise to keep this short as in this magazine we should have loads of RAC reports and photos. Well done to all the teams. This year Jim put on the largest Saab entry to date, and it really does seem to have an impact; more and more people are becoming interested in using an old Saab for rallying and joining the happy team.

Back to the 99! Ages ago I said I would cover the seat and belt mountings in a later article. It's taken sometime to get round to welding in the seat mountings as I was holding on waiting to get the seats with a 2013 FIA sticker on them. In the end, I decided this would just hold things up and I used an old seat to work out the positions required. I always use welded-in seat rails and never mount off the floor. The floor is a weak point and bends easily when hit from underneath and there have been deaths from seats ripping out of the floor in the past. You should follow the guidelines set out in the MSA blue book. I would say get an old copy of the blue book if you are building a track day car, to help guide you in a few areas.

The first idea was to use the original seat bars, but after finding the fatigue issue I raised in the last 'Driver', I decided to get some 50x25x3mm box section. I got 3mm thick, as that is the plate thickness required by the MSA. Now if I had the seats I would add a clearance hole in the underside so a high strength screw could be fixed through the top surface. In the end I have decided to cut a clearance hole in the top to take a 3mm plate with captive (welded on) nut (higher grade than required probably grade 12 due to heating effects). The plate will then be seam welded in place.

I had to move the seat belt waist mounting point rearward, as the angle was too great to comply with the regs. I ended up buying some seatbelt fixing tapped mounting plates and cut a slot in the

side of the sill so I could hold and tighten the screw to clamp the plate in place. I had drilled two holes to plug-weld through the upper sill surface to fix the plate in place. The same was done on the centre tunnel, but you will notice that there is a thick 2mm plate running on top of the tunnel. The original was knarled and thin, so I cut it out and gave myself a stronger base for the belt mountings, seat rails and hydraulic handbrake mounting.

The seat rails are sat on top of the tunnel and 3mm 'L' shape capping plates were added to the top of the sills, where the rails would mount. This covered up the slot that had to be cut for the seat-belt mount. The rails were welded at each end and on the centre tunnel.

The belt back straps were originally going to be mounted to the original rear seat belt mounts, but that gives a long run of belt material, not a good idea. I decided it was easy enough to weld in a belt bar to the roll cage to take the belts. Be careful with the angles if you do this and think about the differing sizes of co-driver you might have as the downward angle for the belts has quite a lot of variation allowed, but the upward angle is very limited by the regs.

96V4 Rally Tip O' the Day – if you are using a V6 fuel pump to get extra flow to a pair of Webers, make sure you check the plunger depth, they can vary depending on model and nearly all will require a spacer plate or the plunger grinding off. **Richard**



Seat bars – note outer eye bolts fitted in original factory holes, new hole is provided level with central eye bolts

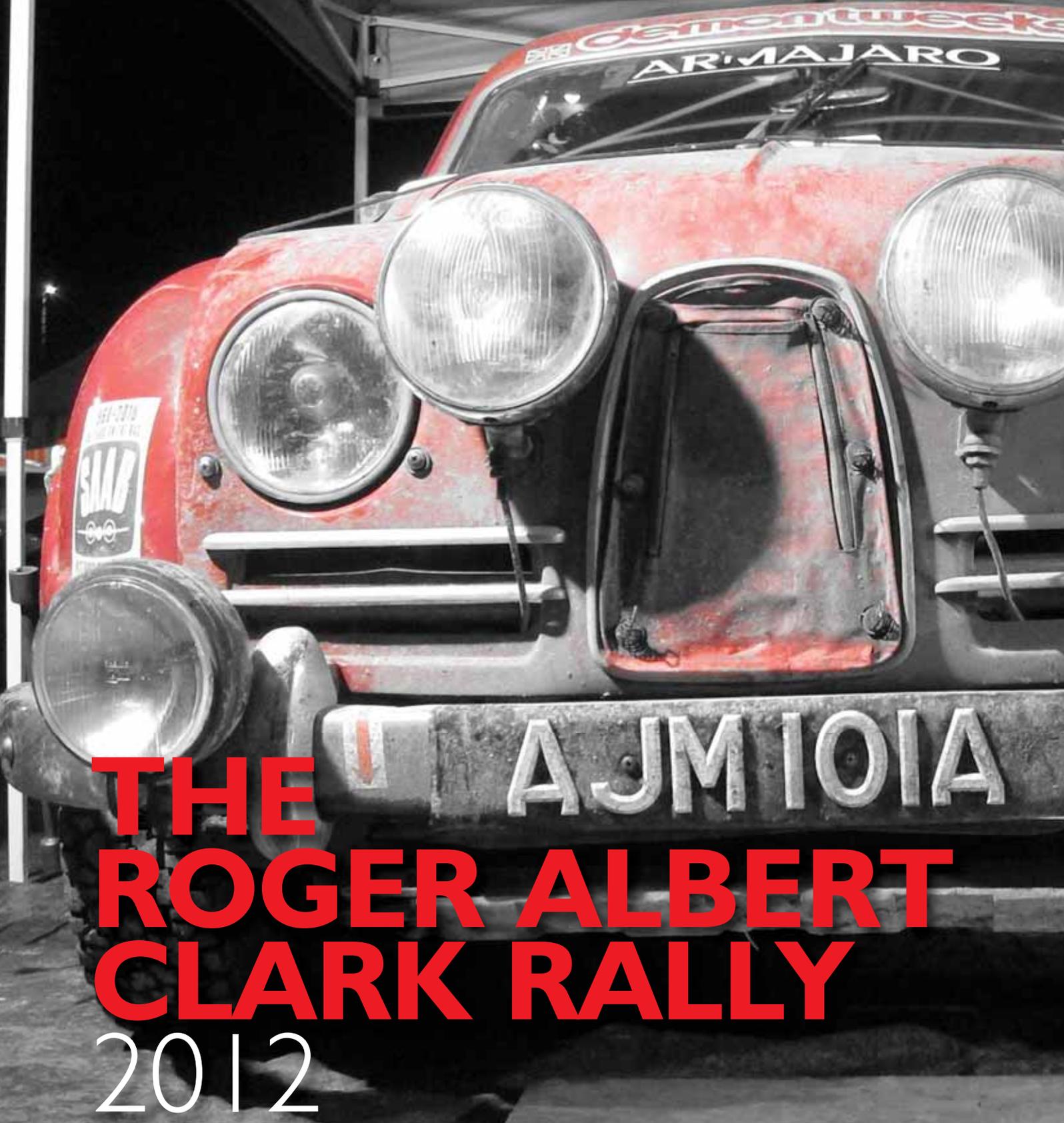


Steering column brace, extra material welded round existing bracket and column



Steering mount brace – bad welding day

MOTORSPORT



THE ROGER ALBERT CLARK RALLY

2012

Nick Pinkett and Richard Simpson arrive at MTC5



Ceiriog Hughes crew: gearbox out on Saturday night



Magic 900, Ceiriog 96, Team Support Truck



THE SAAB HISTORIC RALLY TEAM

The event video is subtitled 'Coming of Age' and the event has indeed developed into a great success story with huge spectator support. The 2012 start was their biggest entry to date and the normal flood (what is the collective?) of Ford Escorts was diluted by some fantastic classics: Alfa Romeo; Lancias – Stratos and Fulvia; Citroën ID19; Austin Healey and, of course, six Saabs.

The new three-day format, reduced from the traditional four days, worked out really well, but put massive strain on the endurance of crews and cars. Just half the cars that started the event made it to the finish, the last day being particularly cruel to the foreign competitors who had come in numbers. Sadly this year saw something of a slaughter of the Saab team with only two classified finishers. Here are some personal recollections.

Geoff Calvert: Spectator

What a great turnout it was for Saab this year and also a great effort in performance from all the Saabs in the event. A real shame about Ceiriog's gearbox failure and Colin's efforts ending in a ditch when they were both so competitive, but well done to Jim and Nick for finishing and taking the respective class awards. I dragged my brother down from Newcastle on the Saturday and he really enjoyed our day at Duncombe (including Jim's spin of course!!) and I think his comments summed it all up. 'Just like going back in time – proper rallying again – really enjoyed it thanks very much!'

Your efforts in putting a Saab team together over the last three years have been greatly appreciated and as a former Saab competitor and follower of the Saab Works competitions department in the 1970s and 1980s I can say that you have well and truly bought it all back to life! Well done and thanks. Roll on the next event!!

Tom Shrubbs, BLS Automotive: Spectator

Just a note to say congratulations and commiserations to all the Saab team on the RAC rally. We had a really good day looking round the cars and chatting to the crews on Friday. As a mechanic, I'm keen to know what happened to the cars on the event, especially Ceiriog's who retired right at the end which was miserable luck. Look forward to catching up with you next year.

Colin Hope and Nick Patrick Saab 96 V4 Class C3

We approached this year's rally expecting it to be the toughest one yet, and it was, but not quite for the reasons we thought! The organisers had reduced the rally format by one day, reduced the road mileage, but maintained the same number of stage miles. They had also arranged an awesome day of 90 miles of stages on the final day. Most national one-day rallies that we do are 40-45 stage miles so the Sunday was to be a major challenge.

As in previous years the start was in Pickering then a short run out to Dalby forest to do 25 miles of stages, all in the dark. We seemed to get problems almost straight away! The coolant system

Citröen ID19



Porsche 911



Datsun 240Z



Austin Healey



Steve Higgins and Howard Allison



was playing up and at one point the coolant gauge was reading 140°C so we had to back off a little to nurse the car through the first stage. The second stage was shorter but the engine was soon misfiring and only on three cylinders. There was an hour service time after this to try and sort things, but to no avail, so we missed the next two stages and limped back down to Pickering.

A decision was made to change the cylinder head gaskets but unfortunately we didn't have any in our service van. Nick Pinkett very generously let us have a set of gaskets that he had, many thanks Nick. So Colin and chief mechanic Brian set to, to change them. On the way they also found that a push rod had snapped, fortunately there was a set in the van! 3.00am and they all got to bed to catch a few hours sleep before our 9.00am restart.

Saturday went a lot better. The first loop of stages went well, the distributor timing was a little out on the first Gale Rigg stage so we lost a bit of time there but adjusted it on the following road section to improve things. The cooling issues hadn't been completely resolved but we were still going. The car needed regular topping up with water and the occasional slug of oil.

Colin had great fun on the Duncombe Park stage, which was packed with spectators. There were a few interesting moments through there!

Then on up to the Croft racing circuit for two stages. Disaster struck just as we were pulling up to the stage time control, the clutch vanished. Even worse, we were right in front of Paul Darlington who was there spectating! The hydraulic hose had come off the clutch cylinder but a bit of lateral thinking from

Brian and Colin got it working again with just enough time to get us into the stage before it closed. We were now the last car on the road. We were also faced with a race circuit, in thick fog, in the dark with no landmarks to guide us.

Thankfully we survived the fog and carried on up north to Hamsterley then Pundershaw forests to do three more stages in the dark before the final road section to Carlisle.

The Sunday stages started quite well but the engine was still overheating and we were losing coolant. Fortunately the rally allows for a 'chase car' to meet on road sections to provide mechanical assistance where needed. They carried a lot of water for us and kept the coolant topped up. We had a long service time allowance in Hawick between two runs through Craik forest, which gave us more time to top up the coolant.

On the second run through Craik we had another disaster! The car decided to go off the road and bog down in some soft ground. There were a lot of spectators around so they soon got us going again. It lost us three minutes, but worse still, Colin found that he had no brakes and we still had about 40 miles of stages and 50 miles on the road to get to the finish. He drove with a little bit more caution through the forests, but it was only a little bit! I did have to remind him occasionally about the brake issue as he was still accelerating towards some very sharp bends (but the first rule of rally navigating is not to tell the driver how to drive!).

We made it through to the final stage, 17 miles in the dark, no brakes and a very sick pair of head gaskets. We had even got up

Jim Valentine and anxious service



New tyres for Ceiriog



Sunday service by three Johns



BMW 2002



to second in class with a comfortable margin back to third. Ten miles into the stage and for some reason on a fast left-hand bend the car drifted right into a bog. Stuck with no way out under its own steam. Three spectators turned up quite quickly but there was no way we were going to pull the car out. We had to wait for one of the rescue trucks to winch the car out.

I calculated that we could still get back to the finish before that closed if we took a short cut out of the forest. I think it was the right thing to do, we weren't classified as a finisher because we didn't complete the stage but the whole team put so much effort into getting the car round for three days it was worth the cheer from them at the finish. Thank you one and all, what an adventure that was for an old Saab!

**Nick Pinkett and Richard Simpson
Saab 96 V4 Class B3**

All I can say is we had a great event! Nick drove really well, he only managed to nearly smack my side into an eight inch post once during the entire event!

The event started in Pickering and featured runs through the Dalby complex in the dark on Friday night. I love the dark, I don't know if Nick does, but after feeling his way on the first stage, started to put some good times in. The highlight for us was catching Jim up on Dalby 2 (sorry Jim). Later Jim asked if I was beating Nick with a stick if he went too slow! Really we were trying to keep at bay the flying Manx man Steve Higgins in his Two-Stroke Saab, which we just managed to do on the first night.

Saturday started early and we were off round Gale Rigg and then had several runs through Duncombe Park, which was very slippery. We eventually arrived at a misty Croft racing circuit later that day, to find Higgins had pulled ahead. We forgot to put the fan on for our first run round and finished looking like a steam engine, so we let her cool down. At this point Higgins' challenge failed as he was pressured into a chicane by one of the leading Escorts and he hit a bale, breaking his rad. It was a real shame as it would have made our rally more fun swapping times with him. Later on, Pundershaw in the dark, was a highlight and the drive out was through miles of gravel roads. I didn't and never will like Hamsterley, too many bad memories in there for me.

Sunday was condensed into a loop round Hawick in the Scottish borders. We really enjoyed these twisty fast stages, Craik and Wauchope were good to us, Florida we didn't like.

Everything went fine and we looked like just getting through the last 17-mile stage in the dusk conditions, but the stage opening car fell off and we were warned it was very slippery.

Now we had to use our lights, but unfortunately they had decided to point in any direction but at the road, so we had a slow drive through to finish first in our class and third in the pre-1968 category. Many thanks, to our crew, to Jim, and to Malbrad for the lone of a chase car at the last moment.

**Jim Valentine and Caroline Lodge
Saab 96 Sport Class B1**

This year we mirrored the new truncated three-day format by putting three Johns in our chase car. This had a number of effects, the best being that any problems were always John's fault. Strangely for an event that we had put the most effort and expense into preparing for, the car ran as badly as I can remember, from the very outset. We had a very late finish on the Friday night as we put considerable effort into trying to remedy the poor running. The lack of performance on hills is particularly disappointing, with one cylinder off, Caroline discussed perhaps taking up smoking a pipe but I also liked her suggestion of getting out a tea set as well.

Other notable failures of the team included jamming the wrong key in the trailer lock and letting off a fire extinguisher in the boot of the chase car. When questioned about this it was apparently John's fault, while John thought he'd heard a noise as they pulled away and John denied all knowledge of it.

Steve Higgins showed considerable pace on the stages from the outset and was, frankly, whipping our performance before his retirement on Sunday. Very impressive and he's going to be very hard to beat next year.

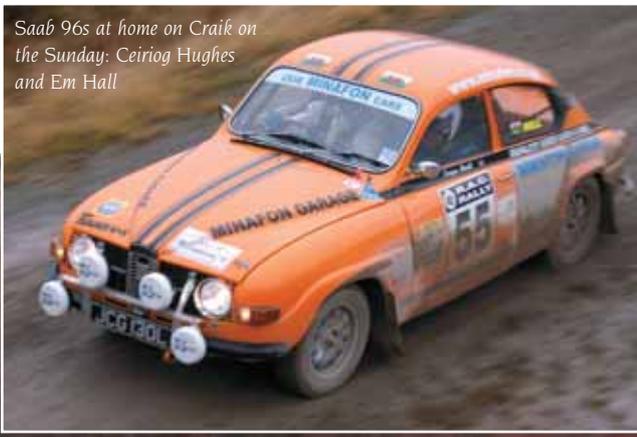
The lack of finishers in the Team meant a rather reduced presence at the event awards ceremony and at the inaugural Saab Historic Rally Team social. But rest assured, the survivors drank enough to make up for those that couldn't make it. We were joined in the bar by a number of very lively radio marshals, like many others they give up their time to put something back into the sport they love. They gave us some insight into alleviating their boredom. Competitors are identified by their competition numbers and these are relayed on to the next post so the organisers can keep track of the competitors on a stage. A really critical part of the safety effort that goes into a rally. By day three all competitors have bingo calls rather than numbers. Our car number 69 becomes 'dinner for two', clearly some reference to the specials on a Chinese takeaway. Possibly.

**Magic McCombie and Pete Gunson
Saab 900 Class G4**

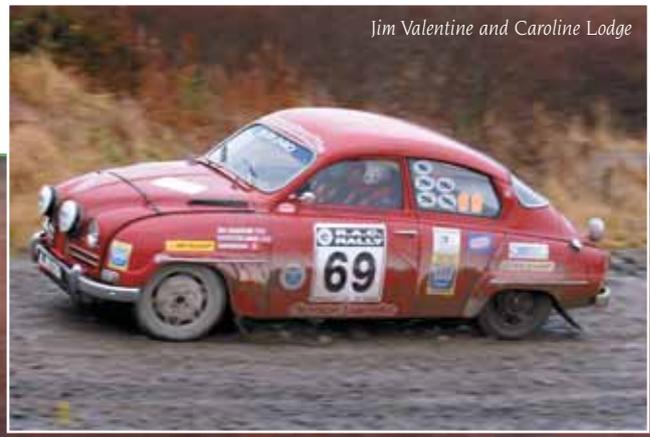
What a cracking event, and a real shame Magic and I didn't get past the first night.

Things looked very promising with Magic having brand-new Pirelli tyres on and straight through scrutineering even the noise was good. I have to say thanks very much to our crew, Jonny and Paul, for getting the trip meter wired in and working, and the new belts sorted. We set off, car 43, into the dark and scary forest of Dalby not knowing what to expect. I had heard about Magic's crazy driving antics from Craig, last year's navigator, trees, bouncing, etc. So with shaking map and time card it was 54321 GO and off we blasted down the stage, that Saab

Saab 96s at home on Craik on the Sunday: Ceiriog Hughes and Em Hall



Jim Valentine and Caroline Lodge



Colin Hope and Nick Patrick



certainly sounds glorious, first ninety right then left then downhill to the Woodyard, that was not an easy junction to call, but magic had it sorted, till the hairpin which was a bit tight for our big 900, not for our Magic though he just made it a bit wider using the spectators and the banking for a run-out, then back uphill onto the straight with the Pirellis gripping well. I thought nice one, this is going to be a fun weekend rallying, onto service and Paul did his stuff on the shafts putting the gators back on, wait for an hour then on to stage 3, a re-run of Dalby, no nerves this time so Magic was well up for it and it was going great until just before junction 10, the chicane, when a terrible clanking came from the big car which I thought sounded like just a shaft, but Magic said 'ne it's the diff ye ken'. 'Oh bollocks, can it be fixed mate?'

After a lot of very pissed-off swearing rally lingo, we pulled over, where the Marshall who had been at the very same junction Magic and Craig had broken down at came running over, to look at our maps. I asked Magic if we were going any further, to which he replied 'na ya ken' which I interpreted as a no, so I did a swap – maps which were of no more use to us for two coffees, and wait to be towed out, ending our rally. I would just like to thank all the Saab crews, catering stars, Paul, Jonny and Magic for making it a brilliant rally despite the retirement, we will return.

Ceiriog Hughes and Em Hall Saab 96 V4 Class C3

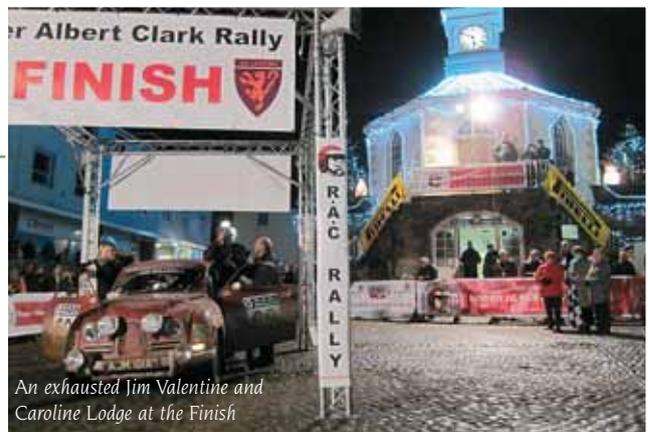
After weeks of preparation, Friday, 23 November finally dawned. Our start time came off to Dalby Forest for a loop of two stages repeated. The first loop of stages went well with only an errant Poti connection to worry about; this was quickly fixed at service. On the third stage as we were approaching the Woodyard we hit a bump quite hard and lost all power, the fault was thankfully diagnosed quickly as a coil fault. With the second coil wired in we were on our way again but had lost around 3 minutes. We followed the big Citroën through the stage and about a mile from the end everything had come to a stop. A car had broken down in a narrow section of the stage and in trying to get past the stricken car, another car had got stuck and the stage was blocked. When the notional time was applied we had dropped a few seconds over the time of our first run, but for once lady luck was smiling as it cancelled out most of the time lost with the coil problem!

The final stage went without drama and we got back to Pickering at about 11pm to see that we were lying 34th overall and second in class overnight. The car was spanner-checked and the lights removed and it was chicken curry time in the Saab team hospitality wagon.

On Saturday we woke to a heavy frost which thankfully didn't affect the stages. The first stage of the day was a blast through



First in the Historic class Bob 'Jumping' Bean, Ford Lotus Cortina, rallying since 1960



An exhausted Jim Valentine and Caroline Lodge at the Finish

Gale Rigg and then two stages through a very foggy Duncombe Park, a very tricky and slippery spectator stage which was so easy to get caught out on. We then returned to service, quick spanner-check and off again to repeat the loop of the latter three stages, no real issues and the fog had lifted to give the added bonus of actually seeing where we were going in Duncombe Park.

We then had a long road section to two stages and a service at Croft. Northallerton was choked in rally traffic that was reminiscent of RACs of old. A few of the rally cars had to resort to creating their own lane in an attempt to keep to time. We got to Croft having eaten into about half of our lateness due to the traffic. Quick service and then it was off to do the two extremely foggy stages around Croft. Soon into the stage we realised that we had an issue with the car and it was obvious that the car had lost 2nd and 4th gears. There was nothing to do but plod on and hope that the remaining gears would last the day. We lost a lot of time on the two Croft stages, but at least we were out and on to the long road section to Hamsterley Forest.

We got to Hamsterley and set a reasonable time considering the lack of gears; the stage was quite technical and very slippery. We then had two stages in Pundershaw, the stage was quite rough in places with the last mile or so being very foggy. The first run went without problem and on the second run we managed to catch and pass the car in front of us which cost us a little time, then had a long road section back to Carlisle for the overnight halt.

We got back to find ourselves in 31st position overall and leading our class; this, however, was where the hard work started in changing the gearbox. We were fed and watered again courtesy of Valentine and Sparks catering and were very grateful for the use of the generators and lights from the hospitality wagon to help with the gearbox change. The work on the car was completed at 1.00am by our fantastic team of mechanics; the job involved taking the front end off the car, the removal of the engine and gearbox, the re-fitting of the other box and putting everything back together. We got to our hotel at 1.30am to find the bar still open, so mechanics and co-driver took on a couple of pints before heading off to bed at around 3.00am!

After an early alarm on Sunday morning around 80 stage miles awaited us in Kielder and the borders of Scotland, with the first four stages being run in quick succession. First up was Glen Dhu and Newcastleton, classic Kielder forest stages which are always used on the Pirelli Rally, these went without hitch and after a quick meet up with our chase car we were into the third stage of the day; Florida. Although short in length and being relatively unused in recent years, we found it to be quite rough in places and we also saw Steve Higgins parked up early in this section. The fourth stage of the loop was Riccarton, in part a fast open stage with twistier and tighter bends towards its end. Again the stage was drama free and next up was the first of two service halts in Hawick. After a quick spanner-check

and fuel we were off for the first run of Craik forest, in part a very twisty stage which opened out towards its end.

Second service was then taken at Hawick, this was to be the last service halt of the day and the reality dawned that we still had mileage the equivalent of a BTRDA Rally left to do at 45 or so miles! The second run through Craik went smoothly and we were off to the final loop through Kielder Forest. About halfway through Wauchope which was a reverse of the morning's Riccarton stage, we heard the noise of doom; a driveshaft had pulled out! We managed to limp to the end of the stage and meet up with our chase car but there was nothing that could be done, so end of adventure.

We got towed back to Longtown and met up with the van and trailer; it was a disappointing end to a long three days, but that's rallying as they say. Even though we didn't quite get to the finish it had been a fantastic rally to do and you can easily see why some people just save up and do this as their one and only rally a year, there is something very special about it.

We have several thank you's to make; Harold, Eryl, Dave, Morfydd, Caerwyn and Mark for running chase car and service for us throughout the rally and for also keeping us in the rally, especially on Saturday night. To Jim Valentine and crew for providing the hospitality wagon and a special thanks to the unsung hero of the Saab team; Nick Sparks for looking after us so well. Congratulations to all the Saab crews that finished and commiserations to those that didn't, there will hopefully be another time.

Steve Higgins and Howard Allison Saab 96 Two-Stroke Class B1

The car had been set up lovely by Malbrad. Very careful drive on the first stage as I had not been on gravel for a year, but I quickly got the hang of the car again. The new co-driver started pushing me on a bit (he's used to sitting in full-blown Mk2 Escorts) but he was quite surprised how well the Two-Stroke goes and handles, but we hadn't gone up any big hill yet!

No problems on any of the Friday stages so the Malbrad boys had an easy time. Nice early start Saturday and Gale Rigg was awesome, I loved it. Then it was on to my jinx stage: Duncombe Park. I drove so safely and it still nearly happened again! That tree loves my car. Anyway we got away with it, so back to Gale Rigg again, I could do that stage all day, brilliant. Then my own stupid mistake on Croft, I had a car up my backside and took my eye off the last chicane: bang, crash, wallop and radiator destroyed, end of that day's rallying. Malbrad worked through the night and fitted a mini rad and got me going for the next day. We had two great stages but on Florida the fan nipped a hose and it was the end of our event. All in all I had a great event, roll on next year, and many thanks to Jim for all his hard work.



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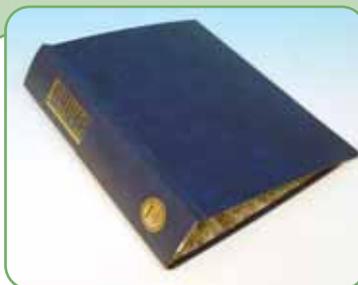
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