

JULY/AUGUST 2011 ISSUE 4 £6.00

SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited

INSIDE

SAAB NEWS
Saturday Night at the Movies

THE SOC NATIONAL

ROBIN'S RETURN?



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FRONT COVER: Outside the Saab factory, Trollhättan © Alex Rankin

Please state your Membership Number on all correspondence

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

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

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

Classified Advertisements
– see details on page 62.

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

DEADLINE DATES FOR CONTRIBUTORS

Sept/Oct 2011 ISSUE: 19th August 2011
Nov/Dec 2011 ISSUE: 21st Oct 2011

DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott
KJS Advertising Tel: 01943 461679
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CLUB VALUATION SCHEME

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

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

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Disclaimer

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

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STEERING WHEEL



Summertime is now here and I think now we are overdue some summer weather, lets look forward to the Grand National at Haydock and some sunshine. The venue is huge so do come along and join in, even better join us in the evening for dinner in one of the prestige suites available for our use. You must however book in advance for any catering.

This edition has reports on events that have taken place around the country and more details of events planned for later this year. We must thank all those who have worked on our behalf planning and organising interesting activities that involve Saabs and meeting with other members.

The Peaks and Dales was such an event. Plans are already underway for next year which will take place in early June 2012, Mike and Veronica are already planning the route and venues for our enjoyment. You can read more about this years event on page 16.

The trip to Sweden is reported on page 24 and 29. I and many others found the visit both interesting and enjoyable, cant wait to go again next year.

You can read about Swedish Day on page 34, this is one

event that in the future I am determined to attend. Sorry I could not be there this year.

I would also like to thank all those who have taken the trouble to write about the events that have taken place, apart from being of interest to those that were unable to attend, it gives encouragement to the many organisers.

Saab has restarted production briefly and I trust that the supplier issues, whilst inevitable, will have been resolved by the time you read your 'Driver'.

We are pleased to report that Saab have resumed advertising and supplying content for the Driver, you will find there are some special offers for members in this issue. See page 9. The reports from inside Saab are very positive, I think the future looks good.

Saab have recently launched Saab Engineering Services, they can offer clients access to Saabs engineering concepts and facilities. This is an interesting development and shows that ideas and developments are top of the agenda.

To conclude, enjoy this issue and I look forward to seeing you at the Grand National.

Richard Elliott

VACANCY Finance Director

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THE NATIONAL 2011

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Saturday Night at **THE MOVIES**



Saab GB is pleased to announce their sponsorship of a brand new cinema experience: The Nomad – Driven by Saab.

The Nomad is an exciting, roaming pop-up cinema experience that is set to tour 150 locations across the UK. Having perfected the art of 'cinema al fresco', the Nomad will be showcasing an eclectic selection of films, ranging from classics to cult, noir and silent to mainstream guilty pleasure films, screenings will be held in beautiful and unexpected locations both indoor and out, from castles and abbeys to theatres, ballrooms and country house estates.

As part of the package, developed and negotiated by Carat Sponsorship via Pearl and Dean, Saab will also be showcasing a series of themed film events, bringing to life and celebrating its ethos of Independent Thinking.

The Nomad's first cinema viewing took place in Stevenage on 13 March. Visit www.wheretheinomad.com for more details. The Nomad cinema experience immerses audiences not only in the film but adds elements of theatre, music dressing and performance and this year's nationwide tour is expected to attract more than 130,000 film lovers. Carat Sponsorship and Saab GB will be working closely with The Nomad to jointly market these events.

Andy Biernacki, National Communications Manager at Saab

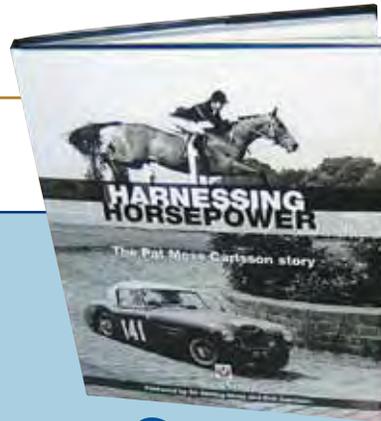
GB said: "Saab is delighted to support The Nomad pop-up cinema adventure in 2011. The Nomad is an exciting and engaging new way to experience cinema and sits well with Saab's own culture of challenging convention, so we're pleased to be involved in this innovative new venture."

He continues: "We're currently in the middle of the biggest product offensive in our history with more new products set to launch over the next twelve months, as we continue to build brand momentum. The Nomad provides a great platform to reach a targeted audience."

Sally Wilton and George Wood, co-founders of The Nomad said: "We're delighted to welcome Saab as headline sponsor of The Nomad.

"The Nomad is a roaming pop-up cinema experience, dedicated to creating carefully crafted, inspiring and powerful film events, high impact aesthetically, low impact on the environment – we couldn't think of a more suitable partner than Saab.

"We've been really impressed with their commitment to supporting our adventure, and their commitment to having a little bit of fun along the way!"



HARNESSING HORSEPOWER

The Pat Moss Carlsson Story

Written by Stuart Turner

Veloce Publishing, rrp £24.99

This fascinating book is a true insight into the life story of Pat Moss Carlsson. Once I started reading it became almost impossible to stop. Stuart Turner wrote the book at the request of Erik Carlsson and Sir Stirling Moss.

Charting Pat's lifelong love of Ponies/Horses and Motorsport it is filled with many facts that can be both amusing and sad.

Stuart Turner, who always visits the Saab Owners Club stand at the Classic Car Shows at the NEC tells that Pat was an accomplished horsewoman and a member of the British

show-jumping team and one of the greatest women rally drivers of all time. Pat was the European Ladies Rally Champion no fewer than five times.

Stuart is well qualified to write the book, as he was her navigator before becoming her team manager at BMC, he has also Rallied with Erik with whom he won the RAC Rally.

A riveting read well recommended.

For more details see Veloce Website (www.veloce.co.uk).

Dave Garnett

Revitalise Your 9-5

With the launch of Saab's most advanced car to date, the all-new Saab 9-5 Saloon and the arrival of the 9-5 SportWagon later this year, Saab is celebrating the history of this range by giving classic 9-5 owners the opportunity to revitalise their car.

Available for 9-5 models dating back as far as 1998, the Saab 9-5 accessories promotion will include engine tuning kits, body kits, alloy wheels, cargo items and more.

Renowned for their longevity and durability, Saab vehicles as old as thirteen years are just as reliable as today's models. Whatever the age, every Saab 9-5 will be able to benefit from an investment in updated accessories.

Designed to ensure optimum functionality, quality and performance, all 9-5 accessories are genuine Saab parts and prices include fitting where necessary.

Saab's dedicated Owners Area website, an online loyalty club for Saab owners of three years or more, offers members access to all the latest Saab news and offers, as well savings on both parts and labour. The classic 9-5 accessories range is available to view on the Saab GB Owners Area website, visit www.saabserviceclub.co.uk for more information.

David Leighton, Business Development Manager, After Sales at Saab GB comments: "The 9-5 has always been a well-loved model with Saab customers and we thought it would be a great opportunity to celebrate this classic model with customers by holding a 9-5 accessories promotion.

"Revitalising your car with accessories such as new wheels or fine tuning your engine can really breathe new life into the performance of your car and the driving experience, whilst customising your boot space or adding handy items such as tow or roof bars, can really help personalise your car to suit your lifestyle."





Just wanted to tell everybody with Internet connection that you will find all the Press Releases from SaabGB published online as they arrive with me. There is a lot of new news which arrives from SaabGB so it is always well worth logging onto www.saabclub.co.uk

I would happily print them here but some of the stories would be a little out of date or even amended by the time the magazine lands on your doorstep.

While on the website please check out the Events Calendar; we try to keep this as up to date as we possibly can. If you know of an event that is not listed, please let someone on the board know and we will get it amended. Also you could check out your own space and check your own details are correct.

The Hirsch Performance 2011 Spring Collection

The newest Newsletter has just arrived from Site Sponsor Hirsch and I have reprinted it below for you all to see.

The Hirsch Performance 2011 spring collection of accessories for the Saab 9-5 is now available.

At the Auto Zürich and Detroit car shows, Hirsch Performance previewed a few accessories planned for the new Saab 9-5 with the 9-5 Hirsch Performance Concept. The forged 20" wheels are already being delivered, and now additional products have been finalised for production. Hirsch Performance wishes you a spring full of driving enjoyment!

260 hp Performance Upgrade for the Saab 9-5 2.0T Turbo4

The performance upgrade offering a power increase of 40hp for the model year 2011 Saab 9-5 2.0T Turbo4 is now available for installation.

For the second generation of the Saab 9-5, the proven 2-litre

engine from the Saab 9-3 was improved and equipped with direct injection and twin scroll turbo technology, which both contribute to more power reserves and a quicker throttle response. Excellent conditions for a performance upgrade! The improved charge air cooling with the direct injection makes it possible to increase the peak power output to 260hp, and the maximum torque to 400Nm.

Sporty Sedan

In addition to producing an impressive acceleration and overtaking capability, the performance upgrade also increases the top speed to 250km/h. The fuel consumption is only marginally different, and the emission levels remain unchanged.

No compromises

Just like the base vehicle, cars equipped with the engine upgrade from Hirsch Performance remain compliant with the extremely strict Euro 5 emissions standard. New for Euro 5 is that all emissions measurements need to be made also with E85 for BioPower cars. As a result, Hirsch Performance can now for the first time provide certified fuel consumption and emissions data also for E85 fuel. The emissions measurements were performed for Hirsch Performance by Saab Automobile in Trollhättan.

Maintenance costs and service intervals remain unchanged for cars equipped with a performance upgrade from Hirsch Performance. The Saab Original new vehicle warranty also remains in full effect.

As for all software upgrades from Hirsch Performance, it is



possible to try the upgrade free of charge for ten days. If the performance upgrades meet your expectations, you can simply keep it installed and complete the purchase transaction, and if not, the software can easily be de-installed without charge. Please contact your Saab dealer for details on possible labour charges for installation or de-installation.

Available for: 9-5 2.0T Turbo4 and 2.0T BioPower, with front wheel drive and XWD, manual and automatic transmissions.

Saab 9-5 Sports exhaust in stainless steel **Sporty sound for the 2.0T and 2.8T – now in stock**

For drivers looking for a sportier engine sound, Hirsch Performance has developed a sports exhaust in stainless steel which perfectly matches the character of the car. During normal driving, the sound is moderate and refined, and at full throttle it becomes powerful and sporty.

The appearance is characterised by the sporty, and at the same, time elegant brushed stainless steel four-pipe exhaust bezels.

Using advanced mathematical models and computer-aided sound analysis, the sound designers at Hirsch Performance were able to eliminate disturbing noise at motorway speeds, and at the same time create an appealing and sporty sound character.

All exhaust components are flow-optimised to minimize pressure loss, improving the throttle response of the engine.

The Hirsch Performance sports exhaust replaces the original exhaust system from the catalyst and back. Longevity and durability are guaranteed, thanks to the stainless steel design. Like all Hirsch Performance products, the exhaust system is compliant with current legislation and is delivered including required documentation. Cars equipped with Hirsch Performance accessories keep the Saab Original new vehicle warranty unchanged.

Available for: 9-5 2.0T Turbo4, 2.0T BioPower (with front-wheel drive and XWD), and 2.8T Turbo6. Fits Linear, Vector and Aero trim levels.

Sports suspension for the Saab 9-5 Turbo

With the Hirsch Performance lowering kit developed with typical Swiss precision, the car is lowered by 20mm in the front and 10mm in the rear, creating even better driving dynamics and a sportier stance.

The lowered centre of mass contributes to a shortened stopping distance and improved handling, creating a substantially more dynamic driving experience.

In addition, the aerodynamics of the car are improved by the lowering kit, as the wheels are no longer as exposed to the oncoming air, lowering drag, and the reduced air flow under the car improves high speed stability. The lowering kit thereby generates several improvements to the driving experience.

The Hirsch Performance sports suspension is optimized for Drive Sense and fully compatible with all driver assistance systems from Saab. Available for: 9-5 Turbo6 XWD.

Robin Morley

SALES STAY IN THE FAST LANE

Saab sales continue to build strong momentum, with the number of cars sold in April more than double the volume sold for the same month last year. This impressive uplift reinforces Saab's position as the fastest-growing premium car brand in the UK market.

Sales last month totalled 489 units, a 101 per cent increase compared to the same month last year. For the first four months of the year, total sales were 77.7 per cent ahead of 2010, showing an even greater gain than the 73.5 per cent rise posted for the first quarter.

Saab sales have now increased in each of the last nine months compared to the previous year and total year-to-date sales of 2,866 units has enabled Saab to raise its share of the UK premium car segment.

A major driving force behind the brand's sales success is the Saab 9-3 model range with 1.9-litre twin-turbo diesel manual engines delivering ultra-low CO₂ emissions of just 119 g/km. In terms of CO₂ per unit of horsepower, the 180 hp variants offer a level of efficiency that is class-leading. Like the rest of the Saab line-up, these models are now backed by the launch of a highly competitive range of retail and business finance options and rising residual values.

The new 9-5 Saloon is also contributing as it provides an attractive, alternative choice for customers in the larger, mid-size premium segment. It too is benefiting from Saab's new finance offers, particularly in the corporate business sector.

An enhanced MY12 9-3 range enters showrooms this month offering more efficient petrol engines with direct injection, variable valve timing and twin-scroll turbo charging. Saab is also celebrating the 25th anniversary of the launch of its iconic Convertible model this month, and later this year, the product portfolio will be expanded by the launch of the much-awaited 9-5 Sport Wagon and the mid-size 9-4X crossover, taking the brand into a new market segment.

"With new products coming on stream backed by competitive finance packages, and a strong and loyal dealer network in place, we are in great shape to continue the growth of Saab in the UK," says Saab GB Managing Director Charles Toosey.

Newspress

INTHENEWS



THULE LIGHTNING

The World's First Hyper Roof Box

On 1 March, a ground-breaking collaboration between Thule and Koenigsegg was announced at the Geneva Motor Show. The two world-leading Swedish companies, within different business areas, have created the hyper roof box Thule Lightning, specially designed for the hyper car Koenigsegg Agera R.

Koenigsegg Agera R and Thule Lightning is the fastest combination of a commercial car and roof box on the market, with a top speed of 300km/h (186.5mph) and 0-100km/h (0-60mph) in 2.9 seconds. Thule Lightning is the only commercially available roof box made of 100% carbon fibre.

The Thule Lightning is integrated with the Koenigsegg Agera R's removable rooftop. Its aerodynamic design has been developed by Thule and accustomed to the Koenigsegg design, shape and overall look and feel. The Koenigsegg Agera R integrated winter rooftop is available through special order and if you choose to order the Thule Lightning package, a pair of personally customised skis, designed and produced in the Swedish ski resort Åre will be included.

"Thule Lightning is a token of the success with our focus on innovation", says Michael Forsmark, President Thule Vehicle Solutions.

"This is an extreme roof box with features and a design that will have great benefits for our continued product development,

based on the combination of our solid craftsmanship and consumer insight.

"We have for a long time dreamed about making our extreme cars more practical without sacrificing the feel and the performance of the vehicle", says Christian von Koenigsegg, founder and CEO of Koenigsegg. "With the new Thule Lightning roof box, our hyper cars get a total luggage space of 420 litres, without altering the car.

"This opens up entirely new possibilities for the use of our cars. For example, you can pack the usual Koenigsegg roof in the front boot, and pack the box full of clothes, skis and other necessities. When you reach the final destination, the user can simply replace the roof box with the regular roof, which is already packed in the car. The driver will then immediately be ready to head out to the next race track."

The new hyper roof box was unveiled to the international press in Geneva at the Koenigsegg showcase during the 81st International Motor Show.

Journeys are **BETTER SHARED**

RAC launched whatsmyjourney.co.uk for the nation to share their journeys and have the chance to win £1,500 towards fuel costs.

RAC has launched an online initiative which allows Britain's drivers to share their journeys and chart their movements across the UK.

The new site – www.whatsmyjourney.co.uk – will provide a substantial insight into the nation's journeys by allowing people to upload their routes, adding in additional details such as stops that were made along the way and what the purpose of the trip is (eg a lazy Sunday drive, family trip to Scotland, etc.). They will be able to chart the people they meet along the way and even incorporate photos from their journey.

Once people have shared their journeys they will be entered into a prize draw for a chance to win £1,500 towards their fuel costs. They will also be able to post their journey to their Facebook wall and share it on Twitter by using the #myjourney hashtag. The uploaded journeys will then be collated and analysed for the next stage of the project which will be announced later in the year.

Nick Giles, head of marketing for RAC, comments: "For 12 years

our Route Planner has assisted drivers to plan their journeys across the UK but we wanted to take this several steps further and allow you to share your journey with the whole country.

"At RAC we understand that each journey you take on a day-to-day basis is important, no matter what the distance. Our members often highlight, not only the importance of their journeys, but their keenness to share these journeys with us and others. It's always been our aim to ensure that people get where they want to go as quickly and safely as possible. Our hope is that thousands of Brits will join us in sharing their journeys – the route, the timings and the memories."

This is part of a new campaign showcasing how RAC understands how every journey is important, with ads currently on radio and outdoor poster sites across the UK.

For more information and to share your journey visit www.whatsmyjourney.co.uk and for all other RAC information visit www.rac.co.uk

RAC

IS 80 THE NEW 70?

More than 70 per cent of drivers and riders think that the UK motorway speed limit should be increased by at least ten mph according to an IAM poll of over 2000 people.

Not only do people feel that the limit should be higher, almost 60 per cent say they would be more likely to stick to an 80mph limit than they are to the current limit of 70mph.

Nearly 60 per cent of people also admitted to travelling above 70mph when traffic is free-flowing and uncongested, with 20 per cent of those travelling at 80mph or faster. The survey reflects the latest DfT research of free-flowing motorway speeds, which

found that 52 per cent of cars exceeded the 70mph speed limit and 16 per cent travel at 80mph or faster.

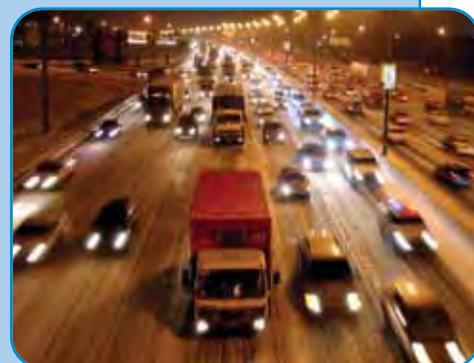
IAM director of policy and research Neil Greig said: "Even though motorways are the safest roads, increasing the motorway speed limit is a controversial subject. This is why we want to see a trial to test its impact on road safety, fuel consumption and driver behaviour.

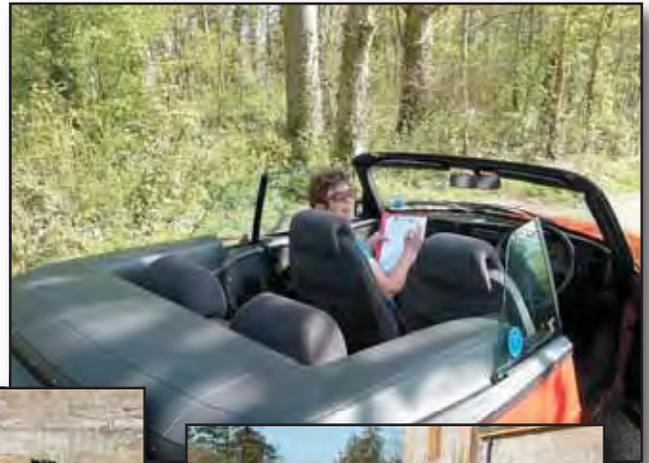
"A new 80 miles per hour limit would need to be properly enforced to make sure that it does not become an excuse to drive at 90".

"Shortening journey times for people travelling at quieter times, as transport

secretary Philip Hammond suggests, is a good idea, providing it doesn't have a negative effect on safety."

IAM





FAMILY TREASURE HUNT

10 APRIL 2011

What a day, sunshine,
22 degrees and nine Saabs.

The Treasure Hunt started at The Airfield Tavern, Yeovil with the first car leaving the car park just after 10.30am. The 30-mile route took them around local villages, finally finishing at the Castle Garden Centre in Sherborne. A big thank you to Mike Burks from the Garden Centre for allowing us to use their overflow car park for our finishing location.

The route included 36 cryptic questions which the crews had to work out. This year they also had four photographs which they had to remember and locate somewhere over the 30 miles. And for good measure, they had to find 12 objects, which included silly items as well as items they had to get from pubs or shops.

Kerry, Azzy and I set up in the grassy car park and waited for the crews to arrive. First back was Alex and Isabel in their Bright Red Classic 900 Convertible. Then in the next hour the other eight Saabs slowly trickled in. While the answers were being checked there was an option for a picnic or a trip to the excellent café at the garden centre where they had a whole range of hot and cold foods on offer.

Just after three o'clock the results were announced and this year we had a clear winner by four points, but the rest of the

field were very close, so close that the next three had the same score. Everybody who took part was rewarded with an Easter egg and the winner drove away with a couple of bottles of wine.

A big thank you to all who took part and next year we will be having a go as Clive and Andrea have said they will organise the 2012 Treasure Hunt. Hope you can make it too.

Robin, SouthWestSaab

The 2011 Results were:

- 1st Ken and family from Shaftsbury in a 9000 with 55 points
- 2nd Anna and Stuart from Plymouth in a 9-3 with 51 points
- 2nd Bob and Vi from Weymouth in a 9-5 with 51 points
- 2nd Mark and Carol from Christchurch in a 9-3 Convertible with 51 points
- 5th Barry and Carol from Seavington in a 9-5 with 49 points
- 5th Dave and Ann from Bristol with 49 points
- 7th Clive and Andrea from Somerton with 47 points
- 8th Alex and family from Yeovil in a Classic 900 Convertible with 46 points
- 9th Johnson and friends from Wincanton with 43 points



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Specific quotations depend on individual circumstances including restrictions on claims/cover/tone, certain high-risk postcodes and occupancies. Drivers must be 20+ for Third Party, Fire & Theft cover, 25+ for Comprehensive. Saab Owners Club Insurance is administered by Chris Knott Insurance who is authorised and regulated by the Financial Services Authority



The line up at Hassop Station with a 9000 Aero in the foreground.

Richard Elliott registers starters.



HIGHWAYS & BY-WAYS

Peaks and Dales Rally
June 4th 2011

Rod Leach



Up and Over Curbar Bridge.



Allen Barker, 9000 Aero Navigator Dad Brian.



Peter Briggs Sonett gets some shade.

My Peaks and Dales tour began on the Monday before the event when a weeks' preparation of the '96 V4 PGL went sideways with an electrical failure.

Frustrated, I assured my 70 year old navigator Brian Murphy, his wife Audrey, who was to join my back seat passenger, wife Carolyn that we would travel in style on the day. So out came the polishing cloth and the 'day-car' 9-3 GXX was spruced up, and we could travel in comfort.

Friday 3rd came around quickly enough and as I checked the route with the compiler extraordinaire, Mike Doughty he suggested that I ought not to give up on the V4 just yet as we had got it running so well. If I could just locate the wiring fault, I could join the assembled SAABists for the run to Holmfirth for a very special chip supper. So I did, and PGL just coughed a little before 'summitting' the climb to Holme Moss on the Yorkshire border and then back home for an early start on the Saturday.

As seems to be the good fortune of the 'Peaks and Dales', as it was a cloudless, warm day as we all assembled at 8.15 at Windy harbour for the 120 miles of classic scenery in classic cars.

Experience has taught us the unexpected is always expected on these trips and within two miles we are a few car lengths behind Adrian's 96 with Mike Crouch navigating, climbing out of Glossop on by-ways that are as foreign to me, on my home turf, as anybody on the rally. A slight unscheduled detour put us behind Peter Brigg's Sonett, and the delicious vapours emanating from the stokers exhaust pipe.

The ancient townships of Hayfield and then Chapel-en-le-Frith, capital of the Peak District, were left astern as the cars mounted Mam Nick and the spectacular view across the Hope Valley. I had the chance to halt and take shots of Allen Barker cresting the rise and the down-hill into the wooded and sun splashed valley.

Just time for a splash (in the gents and ladies at Edale Visitor Centre) before the dash onto more fun through the Derbyshire villages. Our navigator, Brian is an avid Rambler and his running commentary on the sites and oddities added a lot to our journey. For instance on the run down from Great Hucklow with its manorial homes, he pointed out the rutting ground for local

deer herd and the blaze of rhododendrons, planted by the 6th Duke of Devonshire, the old toll house, dated fifteen or was sixteen hundred and something, at Calver.

Then Calver Bridge over the River Derwent, where I have to apologise for causing a traffic hold up for more pictures.

Then with anticipation of coffee and bacon rolls, we pulled into Hassop rail station, now a book shop and cafe, where at last we get a glimpse of the thirty odd cars lined up. We were slightly upstaged by an Aston Martin Vantage parked nearby, but if you closed your eyes you could pass it by.

Another 27 miles of all by-ways passed in a kaleidoscope of landscapes good enough to make the eyes water. Pretty Ashford followed by Sheldon and Winster. "You see that bunker like building," says Brian, "that was the 'lead bank' where the miners stored their worked minerals in the old days."

Lunchtime saw the cars (by now we have dropped to mid-field due to our photography) lining up at Masson Mill. This is the site of Richard Arkwright's Cotton Mill which started the industrial revolution, on the banks of the Derwent. The tour of the mill is a story of our industrial heritage and mechanical enthusiasm that is a 'yarn' all of its own.

Though the day remained bright, clouds were gathering and 41 miles were required to return to Glossop. Bonsall, Elton, Alport, all were left behind as our co-drivers totalled up an amazing 35 villages and hamlets on the rally. Ashford to Oaker, or was it Oker as the road signs proclaimed, Bonsall to Youlgreave, all seemed destined to be visited.

Indeed it did rain a little as the serpentine of Saabs climbed the Snake Pass, summit 510 meters. The last of the sun broke through a stormy sky-line as we returned gratefully to Windy Harbour with 66 entrants and passengers safely returned, 43 of whom settled down to a hearty and ample evening buffet.

Thanks go to Richard and Linda Elliott for the first-class organisation, the inspired rally and stops by Mike Doughty and Veronica Keeling, and check points manned by Colin Woodward.



FREE MOT TEST for all SAAB Owners

Iconic car manufacturer, Saab, is proud to offer its customers free membership to the Saab Service Club, a loyalty scheme that provides a host of exclusive benefits including free visual health checks and discounts on parts, servicing and Saab accessories.

Anyone who owns a Saab three years or older automatically qualifies for free membership to the Saab Service Club and until 1 September, participating Saab dealerships are offering members a complimentary MOT test.

Members whose vehicles are approaching their first MOT test or have Saab vehicles over three years old can simply download a voucher from the Saab Service Club website and contact the dealership to book their free test.

With a team of factory trained technicians on hand, Saab offers the experience and expertise to help keep customers, cars in the best condition possible, using genuine Saab parts

that are covered by a two-year manufacturer's warranty.

David Leighton, Aftersales Business Development Manager at Saab GB comments: "The Saab Service Club offers a cost-effective way to keep Saabs in perfect running condition through their lifetime of ownership and members can now take advantage of the free MOT offer available to them immediately after registering."

For more information on the Saab Service Club and to register for free as a Member – visit www.saabserviceclub.co.uk

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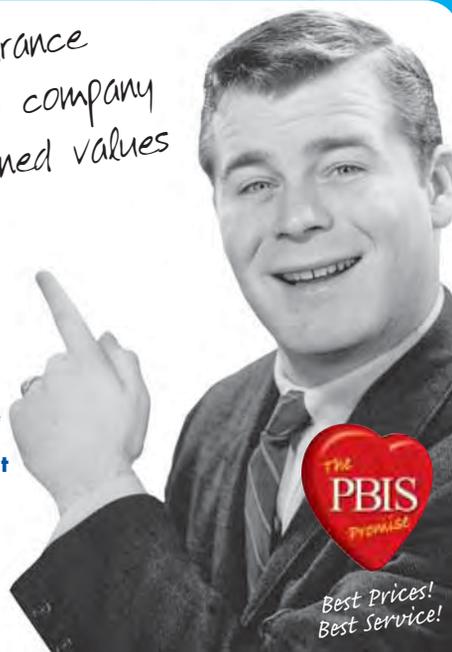
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To find out more and to request your free card, please contact us at Saab City or Fulham.

saabcity.co.uk

Saab City
60 The Highway, London E1W 2BF
Tel: 020 7480 7540

Saab Fulham
101 Farm Lane, London SW6 1QJ
Tel: 020 7610 2900

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Water Pump Warning

Just some cautionary advice for fellow Saab owners with the 1.9 GM Fiat diesel engines. Due to failure of the water pump this week on my 2006 9-3 sports wagon, I have had the cam belt, tensioners, waterpump and auxiliary drive belt replaced, at a cost of £386.00 by my trusted Saab specialist. I wasn't best pleased four days before my holidays, but it could have been a lot more expensive and inconvenient driving down the M5 on Saturday with my caravan in tow.

Fortunately the waterpump parted company with the impeller which alerted me because the engine was running hot. Usually they tighten up to a point where the cam belt snaps. My car has 69,000 miles and is five years old in September so a cam belt change at 72,000 miles should have been about right. In the past I have always changed cambelts on time rather than mileage, but I would advise anyone with these vehicles to change it at 60,000 miles as this seems to be a weak area on this engine. I would assume this is as common on Vauxhall Vectras as well as Saabs. I know other manufacturers use this method as well, but wouldn't it be better to drive the water pump off the auxiliary belt instead? My previous Saab 99s, 900s and 9000 all had proper duplex timing chains which got rattley at the 100,000 mile mark, but never snapped. I could get a gold seal exchange engine for the cost of what a cam belt change costs now, but engines today cost thousands of pounds and most are driven by a glorified rubber band.

Kevin Tizzard

Thanks for the information, It is unusual for the water pump to fail at 69,000 miles, however it is essential to replace this part when the cam belt is replaced at 72,000.

Ignition Failure

As the last copy of Driver containing the Tech Tip concerning ignition switches on the 9-3 Sport arrived, my 2008 Sport Wagon TTiD Aero automatic ignition switch started to play up.

The first indication was on the display 'Steering Lock Malfunction' as the key was put in the lock. When this happens you can go no further as you cannot turn the key and the click of the steering lock releasing is not heard. The car is now immobilised as it is locked in 'Park'. I managed to clear the fault by removing fuses 1 and 2 (steering lock and ignition switch) from the fuse panel at the passenger's side of the dash. A couple of days later the same fault appeared and again it was cleared by the same method. SAAB Southampton checked the car and confirmed that a new ignition switch was required and assured me that it should not fail whilst driving. As the car is still under warranty the switch has been replaced. The get-you-home method is to remove and replace fuses 1 and 2 but get the switch checked as it cannot get better.

John Parker

Thanks for the technical tip, I usually suggest disconnecting the battery which achieves the same result.

9000 Warning

The ABS warning light on my 1998 Saab 9000 CSE is more or less constantly lit – it goes off occasionally for a short while. My local garage tells me that there is nothing wrong with the ECU or the wheel sensors, and that it is an electrical fault – which they cannot find. Is this something you would be able to help with?

Paul Davies

PS it was a near side rear wheel sensor.

How can they be sure?

I suggest you have someone take a look who has access to a Tech 2 diagnostic tool. It is in nearly always a wheel sensor.



TECHNICAL TIP

Front wheel bearing replacement Saab 9-5 2003 onwards

This model has a hub assembly instead of a pressed-in bearing. I have discovered the 9-3 sport bearing is the same but with an ABS sensor supplied which can be removed if fitted to a 9-5.

The point is that the replacement part for the 9-5 can be as much as £50 more than the 9-3, typically around £140 plus vat.

ROBIN'S RETURN?

Following Robin O'Connor's letter in the last issue, we have received a number of letters in support – what do you think? Ed.

Further to your request at the foot of page 21 of the current 'Driver' may I just have my say. Give the man all the encouragement to educate what I suspect is a small number of newer members of the Club. SAAB have often been instrumental in using new technical developments in developing extraordinary cars, just imagine a world without the joyous sounds (and smell) of a stroker sport in full flight – this is what our 'heaven' is based on, along with many other innovations in the past years.

Anyway, something new is always interesting who knows! Sometime in the future we might see, what a lot of us have hoped for many years, the modern incarnation of a 96 stroker complete with an even smaller engine !!

Were there any complaints about Robin's reference to a certain Lady racing driver? Surely not... after all there is a possible connection that could be of interest to SAAB or SAAB Owners Club.

Mick Gower

Re the letter from Robin in the latest Driver, I would just like to say that I found Robin's articles really excellent, they are interesting and informative and will be a great loss if Robin cannot be persuaded to change his mind. As for non-Saab content, well manufacturers now use engines, gearboxes even floorpans from rival manufacturers so a review of new technology is entirely relevant, the first Saab featured a twin cylinder engine so there is even a tenuous link there!!

Look forward to future 'Robin's Review'.

Tom Shrubbs

I must say that although my wife and I have only recently re-joined the Saab fold we did like 'Robin's Review's'. We thought they were informative and interesting in the world of non-Saab, in a period when Saab had not exactly been producing ground-breaking technology. We think it balanced the magazine.

Speaking of Saab new technology, I'm sure you'll know things are now surfacing from Saab. The new 'IQon' infotainment system, which uses the Android platform, is an innovative adaption that places egg on the faces of rival manufacturers. Though no doubt, they'll follow suit. Visit:

www.pcmag.com/article2/0,2817,2381439,00.asp

The new phoenix platform has even got BMW standing up. To quote: The new Phoenix will be available with unique McPherson struts and 'race-car style' five-link rear axle, made by Swedish supplier ZF. It will be flexible enough for the new 9-3 and the larger 9-5 when it's replaced in a few years (even though the current 9-5 was just introduced, it gives an indication to how far ahead Saab's planning this). It can also be

stretched up to 18 feet for a range-topping '9-7' if need be.

I have noticed good Saab press releases are still coming out even though the press has revelled at the mishaps that occurred causing a loss of production. The rights to obtain BMW's existing mini platform for one.

Thanks for a great magazine with or without 'Robin's Review'.

Rob & Jean Wilson

I searched in vain for 'Robin's Review' in the May/June 2011 'Driver' before finding a rather sad letter from Mr O'Connor in 'Postbag'. His articles about issues in the wider motor industry I always find of interest, especially to someone like me who has no connection to the trade, except for booking cars in for service and repair. Who are these critics of his column? I see no correspondence in the current magazine.

Could there be an anti-Fiat cabal? Surely the little 500 is no threat at present to Saab sales. In any event, I seem to recall an interest amongst Club Members in technical matters, as shown by a survey, which should be enough to justify the review article – 'Driver' March/April 2011.

My own last company car was a Fiat Croma – we weren't allowed to buy Swedish – chosen by me to help decide whether to purchase a new 9000 in retirement (which I subsequently did, of course), I'm sure most SOC Members will see the connection.

So, in conclusion, please don't be so sensitive Mr O'Connor, carry on your good work until such time as the Editor decides otherwise!

David Lee

Also see Stuart Payne's 90-99 Register on page 40.

Suitable Spray!

Anybody with a V4 or 99 found a suitable substitute for the original Saab Y8 Ambergul, that can be used from a spray can? There was a similar BL colour used on the Morris Marina?

Ian Studley

Stolen classic Saabs

Saab owners should be aware of what appears to be a team of wanton heartless thieves targeting owners of Classic Saabs (900s) in North London N16.

I had my gorgeous Saab 900T Convertible stolen two weeks ago; in the past two weeks I have heard from two other owners that they too have had their Saabs stolen.

The Police seem to be powerless to do anything. A word of warning to all owners of Classic Saabs – upgrade security/car alarms, etc.

Dawn Grover

NOTICEBOARD



INTERNATIONAL SAAB CLUB MEET Finland 2011



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

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

For more details go to www.intsaab2011.fi

Driving Volunteers Wanted **IN KENT**

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

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

For more information contact:

Sevenoaks Brighter Futures 01732 469000

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

Tunbridge Wells Dial 2 Drive Tel: 01892 530330

e-mail: dial2drive@vawk.org.uk

SOUTH WEST SAAB

From our July meeting we will all get together at the Westland Conference & Leisure Complex, Westbourne Close, Yeovil, BA20 2DD.

Please see the website for a map,
www.southwestsaab.co.uk

New SOC Group for the **NORTH WALES AREA**

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

If you are interested please e-mail on:

elfrida@talktalk.net

or telephone **Dave on**

01352 756445

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In conjunction with UKSaabs, group price of £45 for three runs with power, torque, boost and AFR plots. Ideal for diagnostics, and for testing performance of modified cars.

Please contact Alistair Philpott for more details.

WHAT'S ON

Group contact details can be found on page 28

JULY

SATURDAY 2nd (June meeting)
South Yorkshire Saab
An Afternoon at Dunsville. Contact:
saabinn@virginmedia.com

SUNDAY 3rd
South West Saab
Taunton School Car Show, all day.
www.southwestsaab.co.uk

EBOR Saab
Full Day Run, West Yorkshire. Richard
and Ruth Allen tel: 01484 317812 or
email: r.b.allen@ntlworld.com

TUESDAY 5th
West Midlands & Warwickshire Saab
Club night 7.30pm.

WEDNESDAY 6th
Cheshire & Staffordshire Saab
Meeting 7.30pm.

South West Saab
Get together 7.45pm-8.00pm.

THURSDAY 7th
East Anglia Saab
Meeting 7.00pm.

SATURDAY 9th
Beds Herts and Bucks
Meeting 1.00pm.

MONDAY 11th
Lancashire Saab
Meeting.

SUNDAY 24th
EBOR Saab
Show: Thornton-le-Dale Village (with
South Yorkshire Group). Chris Greenwood
Tel: 01482 562087 or email:
chris.greenwood@jobcentreplus.gsi.gov.uk

TUESDAY 26th
North West Saab
Meeting.

WEDNESDAY 27th
East Midlands Saab
Summer night out at a pub in
Derbyshire. Bring your Classics, details
from Steve Trigg Tel: 01332 872302.
Contact: Peter Briggs
p.briggsts@ntlworld.com

FRIDAY 29th-31st
NATIONAL 2011
Haydock Race Course, Lancashire.
See pages 32-33

South Yorkshire Saab
July 2011 Weekend. Group visit to the
SOC National. Contact:
saabinn@virginmedia.com

AUGUST

TUESDAY 2nd-5th
Pre-International
Saab Clubs' Meeting Tour
Start Helsinki area
link on www.intsaab2011.fi

WEDNESDAY 3rd
Cheshire & Staffordshire Saab
Meeting 7.30pm.

South West Saab
Get together 7.45pm-8.00pm.

THURSDAY 4th
East Anglia Saab
Meeting 7.00pm.

FRIDAY 5th-7th
International Saab Clubs Meeting,
Finland.
Based at Hotel Ellivuori near
Satsamala, West Finland
See page 24 for more details.
www.intsaab2011.fi

MONDAY 8th
Lancashire Saab
Meeting.

WEDNESDAY 10th
EBOR Saab
Group meeting and Quiz Night.
Meeting: Karl, Quiz: Chris.

SATURDAY 13th
Beds Herts & Bucks
Meeting 1.00pm.

South Yorkshire Saab
Bob's BBQ. Contact:
saabinn@virginmedia.com

TUESDAY 23rd
North West Saab
Meeting.

WEDNESDAY 31st
East Midlands Saab
Pint and a chat, 8.00pm.

TBA
EBOR Saab
BBQ.
Contact: Geoff and Pauline Hart.
Tel: 01904 608436 or email:
ronaldghart@aol.com

SEPTEMBER

THURSDAY 1st
East Anglia Saab
Meeting 7.00pm.

SUNDAY 4th
South West Saab
Visit the Thornfalcon Classic Car Meet
11.00am onwards at Thornfalcon,
Yeovil. Convoy from The Airfield Tavern
10.00am - www.southwestsaab.co.uk

WEDNESDAY 7th
Cheshire & Staffordshire Saab
Meeting 7.30pm.

South West Saab
Get together 7.45pm-8.00pm.

SUNDAY 11th
EBOR Saab
Full Day Run: Treasure Hunt. Chris
Greenwood Tel: 01482 562087 or email:
chris.greenwood
@jobcentreplus.gsi.gov.uk

MONDAY 12th
Lancashire Saab
Meeting.

WEDNESDAY 14th
Beds Herts & Bucks
Meeting 1.00pm.

TUESDAY 27th
North West Saab
Meeting.

Steve wants your dates!

The Rolling Diary is proving hugely popular with Members, so please do support any activities in your area. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the Sept/Oct 2011 issue is 29th July 2011.

PLEASE QUOTE YOUR MEMBERSHIP NUMBER ON ALL CORRESPONDENCE

WEDNESDAY 28th
East Midlands Saab
Pint and a chat, 8.00pm.

South Yorkshire Saab
Big Birthday Bash. Contact:
saabinn@virginmedia.com

TBA
EBOR Saab
Show: York Historic Vehicles. Chris
Greenwood Tel: 01482 562087 or email:
chris.greenwood@jobcentreplus.gsi.gov.uk

OCTOBER

WEDNESDAY 5th
Cheshire & Staffordshire Saab
Meeting 7.30pm.

South West Saab
Get together 7.45pm-8.00pm.

THURSDAY 6th
East Anglia Saab
Meeting 7.00pm.

SATURDAY 8th
Beds Herts & Bucks
Meeting 1.00pm.

MONDAY 10th
Lancashire Saab
Meeting.

WEDNESDAY 12th
EBOR Saab
Group meeting - AGM. Karl Moxon.
Tel: 01482 847120 or email:
38mox@38mox.karoo.co.uk

TUESDAY 25th
North West Saab
Meeting.

WEDNESDAY 26th
East Midlands Saab
Pint and a chat, 8.00pm.

South Yorkshire Saab
Ruth's Supper. Contact:
saabinn@virginmedia.com

TBA
EBOR Saab
Full Day Run: Black Sheep Brewery,
Masham. Contact: Rowland Ward Tel:
01757 704269.

NOVEMBER

WEDNESDAY 2nd
Cheshire & Staffordshire Saab
Meeting 7.30pm.

WEDNESDAY 2nd
South West Saab
Get together 7.45pm-8.00pm.

THURSDAY 3rd
East Anglia Saab
Meeting 7.00pm.

SATURDAY 12th
Beds Herts & Bucks
Meeting 1.00pm.

EBOR Saab
NEC Classic Car Show.
Contact: Ron Eades Tel: 0113 2812849
or email: r.eades@btinternet.com

MONDAY 14th
Lancashire Saab
Meeting.

THURSDAY 17th
EBOR Saab
Evening meal get together. Venue: Julian
Lawless Tel: 01904 338334 or email:
rubysaab900@yahoo.co.uk Bookings:
Ron Eades Tel: 0113 2812849 or email
r.eades@btinternet.com

TUESDAY 22nd
North West Saab
Meeting.

WEDNESDAY 30th
East Midlands Saab
Pint and a chat, 8.00pm.

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

DECEMBER

THURSDAY 1st
East Anglia Saab
Meeting 7.00pm.

WEDNESDAY 7th
South West Saab
Get together 7.45pm-8.00pm.

SATURDAY 10th
Beds Herts & Bucks
Meeting 1.00pm.

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

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

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

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

Lancashire Saab hold their Club meetings every first Monday of the month at The Ring 'O' Bells Pub, Ring 'O' Bells Lane, Lathom, Ormskirk, Lancashire, L40 5TE. Contact: steve.alty@lancshiresaabownersclub.co.uk

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

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

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

AROUND THE UK

All correspondence to:

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E-mail: branches@saabclub.co.uk

Contacts

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Hello and welcome to another section from around the UK. I will start off this edition with the meeting held for the local Group organisers. We had a total of two meets based North and South. The meetings were very constructive and the suggestions flowed freely, you will have noticed a couple of changes in the last edition, namely Steve Trigg now looks after 'What's On' and following a suggestion at the meeting, I have launched the first 'Performance Saab' section and immediately have handed it over to Andy Rawson, please do send him your 'Performance Saab' articles.

SOC Visit to Sweden

After much deliberation and trawling airline carrier websites for a good deal, I finally found Ryanair offering flights out of Stansted Airport at £5 to Gothenburg and £26 for the return journey, with such a great deal compared to other Airports more local to me it was a no-brainer! Anyway with the flight booked it was a simple case of booking my usual hotel – Hotele Bele, Trollhättan. I managed to get a great rate there too, anyway fast forward to arriving in Sweden. I met up with South West Saab Group who, were booked to visit the Volvo factory, of course I went along – only to confirm that Saab cars are better built.

Anyway, moving swiftly on, following the visit to the factory we then went along to the Museum and to be fair they had two Saabs within the museum, OK one of the Saabs on display was a Saab aeroplane (with a Volvo engine) and the other was a model of Ur Saab, I really don't get those Volvo execs' sense of humour.

The following day though was to be far more exiting, unfortunately the Saab factory was shut and this resulted in no tours being available but our good mate, Dave Ross soon stepped up to the problem and organised a visit to Alf.

Alf, I hear you ask? Who, or what is Alf? – well let me fill you in. He is renowned as the most expensive Saab employee – EVER! If you don't believe me just type 'alf saab' into your search engine and you will get all the details, in fact as I am such a nice guy, I have printed the low-down on Alf at the end of my section.

Anyway, on arriving at Alf's place (ANA vagen till bilagande), we diehard Saab fans thought we had died and gone to heaven! There was rack upon rack of dismantled parts and cars that were brand new destined for the crusher. I really wanted to start crying, however, Alf explained that these cars including brand new 9-5s were test cars and at the end of testing, by law they have to be crushed. Who creates these stupid laws, I bet it's Brussels again.

The whole operation is run by Alf and a dedicated team who make this whole operation run so smoothly. We were treated to seeing the first 9-5 police car being prepared and, believe it or not, apart from a change in the suspension set-up (done at the time of manufacture) the Saab police car is totally standard.

The installation of the Police equipment normally takes a couple of weeks, but because the 9-5 is an all-new variant, at the time of our visit, they guess on this first one, a total of 700 man hours would be used to configure and install a wiring loom, then following installations it would be quicker as the wiring loom would be available.

Fast forward to the Saab museum, as I said earlier, the

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Tel: 01527 403596 e-mail: branches@saabclub.co.uk



factory was closed and we were unable to go on a tour. However, we had an equally enjoyable time as Nathalie from Saab talked to us about the whole process on how the Saab car is produced. I really can't explain it all here but suffice to say it was very entertaining.

That very evening Steven Wade (Swade) joined us for dinner, he is one well-travelled guy. While we were sitting there he was explaining that he was off to New York in a couple of days, don't forget to visit his new online pages at www.inside.saab.com – here you will find out all the latest news in the Saab world. Within this section I have also inserted a few pictures of the ANA visit, the gentleman speaking is Alf, I think we all agree that Alf's tour was truly fantastic and we thank him very much.

Within this section you will also see a picture of the 9-4x and also a picture of the UR Saab, oh and the lovely young lady is the now famous Nathalie (from Saab PR), and of course... the new 9-5 being readied for its service with the Swedish Police force.

The strange looking green old 99 pictured was in fact used for

friction testing by the Swedish Air force. It was on display at 'Save Air museum', which is located about a mile from Gothenburg City Airport, the museum is located underground and was used actively during the Second World War. It currently houses over 60 aircraft of varying types and sizes, it was well worth the visit.

Hearing is Believing

Concern about hearing damage through exposure to excessive noise when driving open-top cars has prompted some research in the United States. (Well it had to be there or some European directive!) A paper published in the Journal 'Laryngology and Otology' found the Saab 9-3 Aero Convertible to be the quietest overall among five popular soft-tops tested at speeds up to 70mph, with the top down. It was one of only two cars to show an average noise exposure below 85 decibels, thought to be the threshold level for possible hearing loss and with the roof up, the Saab was

AROUND THE UK



found to be the very quietest of all. Fantastic, at least we won't go deaf owning a Saab!

The Random guy reading a local paper

The picture of the guy reading his local 'Gazette', is none other than our very own Alex Rankin, 900 Registrar, apparently there is a feature in his local paper called 'Where do you read yours', well here's Alex reading his outside the Saab factory in Trollhättan. This obviously made his local news. So there we are then, visit Yeovil, a town that is brimming with exciting news!

IN THE SERVICE OF SAFETY: ALF PERSSON – SAAB'S MOST EXPENSIVE EMPLOYEE EVER

Alf Persson, 47, is by far the most expensive of the more than 10,000 employees at Saab Automobile. During the past 12 years he has cost the company more than half a billion krona (SEK 500,000,000) salary and on-costs excluded. But this extravagance is by no means due to his negligence. On the contrary, it is the result of him being very efficient and careful. Alf Persson is the 'Work Supervisor' at the Saab Crash Test Laboratory.

"This is the price we pay for taking crashworthiness seriously. We never rest on our laurels. On average, we crash one car every other day to make sure the safety of our cars will keep on improving. There are no shortcuts to the standard of safety that Saab cars provide," says Alf.

Saab crash tests tripled in ten years

Alf Persson began his crash-testing career in 1989 and has so far been involved in demolishing more than 1500 cars. In addition, he has run more than 1000 sled tests on sub-systems, such as units consisting of seat and door side. The crash-test programme at Saab has grown dramatically since Alf began working at the crash track.

"When developing the second generation of the Saab 900 in the early 1990s, we ran 19 different types of crash test. Nine of these were stipulated by legal requirements. In the work on today's Saab 9-5, we ran more than 60 different crash tests.

During the same period, the number of legally required crash tests had risen by three to a total of 12."

The reason for this substantial increase in the number of crash tests at Saab is obviously for the need to simulate the sequence of events in real-life road accidents. To be able to build cars with ever-improving safety, the crash tests must be continually developed. But is it really necessary to run expensive crash tests even with all of the sophisticated computer simulation facilities available today?

Roll-over

One of the more spectacular crash tests that Alf was involved in running was a roll-over test performed in 1990 on a Saab 9000 CS in the seven metre wide and three and a half metre high tunnel leading up to the crash barrier.

"We were in the course of developing a test method for roll-over accidents. The car stood on a sled that we accelerated up to almost 50km per hour before tipping the car. It did three and a half somersaults and ended up on its roof. While doing this, it tore down a camera that was mounted in the roof of the tunnel, but the test was otherwise successful."

The test led to one of the roll-over test methods used by Saab today. It was, however, never repeated in the tunnel. When the Saab 9000 CS was launched in 1992 it had a substantially strengthened C pillar section, which resulted in the best-ever roll-over protection in a Saab car up to that date.

Alf, we are sincerely grateful for the time you and your staff gave up to entertain and educate us. If you are ever in the UK please do seek out the Saab Owners Club GB.

Did you know?

The Saab 900 was a car produced by Saab Automobile from 1978 until 1998 in two generations. The first generation from 1978 to 1993 is now affectionately known as the 'Classic'. The 'Classic' Saab 900 is based on the Saab 99 chassis, (well I never knew that ... did you?) and was made with a longer front end to meet US frontal crash regulations (I dunno those yanks!). The 900 was produced in two- and four-door sedan, and three- and five-door



hatchback body styles and from 1986 a Cabriolet (Convertible) model was produced. I think it got to the UK around 1987. There were single/twin carburettor, fuel-injection and turbocharged engines. I don't think I ever had the pleasure of meeting a carb Convertible in the UK but hey, I am here to be corrected!

The models of 900s were varied across the world, while they all kept the same basic body shape the exterior and interior trims varied according to the market, there was even a long wheel based version the CD – sometimes seen at SOC Nationals.

Let's not forget the Saab 9000 which was waiting in the background and about to make its debut, this was to be Saab's first executive – large as per the Americans' car, and was to be available during 1985. The 9000 was based on a sort of joint venture platform shared with the Fiat Croma, Lancia Thema and Alfa Romeo 164. The Croma and Thema are outwardly similar to the 9000, while the 164 shares only the chassis. Much of the bodywork was interchangeable between the 9000, Croma and



Thema; for example, the doors of the Croma fit directly onto the 9000, but are lighter due to less side impact protection – go Saab... you keep us safe! On a serious note... how many Lancia Thema, Alfa 164, or as rare as hens teeth Fiat Cromas do you see these days? Didn't think so! They have all been recycled into garden gates and baked-bean cans by now.

While the 9000 may have looked bigger than a C900, it was actually shorter overall than the C900, the 9000 had a longer wheelbase and a great deal of interior space and was classified as a 'Large Car' by the EPA. Unlike the 900, the 9000 kept the ignition switch in the more conventional steering column position rather than between the front seats (to be continued).

Well that's all for now, I hope you have enjoyed my drivel and look forward to seeing you soon.

Ellie

CAN YOU HELP PLEASE?

Our group had a phone call from the Saab Owners Club asking if we could organise a ride in a Saab 96 for a gentleman from Torquay in Devon who was suffering from terminal throat cancer and was in a wheelchair.

Mike, the gentleman in question, had owned Saab 96s in the past and is now living in a nursing home and had stopped driving.

Friends Richard and Robin knew of Mike's love for the Saab 96 and that he would really enjoy a ride as a 96 passenger just for old time's sake so set about organising the event as a surprise for their friend. One of our group members, Mike Barnes and his wife Marion, were only too happy to help and drove down to Devon within days of getting the phone call.

The weather was superb and Mike and Marion set out from their home in Weymouth on Friday 27 May for the Devon



coast in their gleaming 96 anniversary V4.

They had a truly wonderful time driving Mike out to Babacombe Downs where they all enjoyed an excellent cup of tea! After the refreshing cup of tea, Mike said that he was getting tired so they set off back to his nursing home to end what was a wonderful and much unexpected surprise for Mike.

All that remains for me to say is a big thank you to Mike and Marion and to Richard and Robin for bringing a huge smile to Mike's face and bringing back some wonderful memories of past Saab ownership.

Alex Rankin (Southwest Saab)



Dave Garnett & Richard Elliott arrive in Gothenburg – no red carpet



The whole group pictured outside ANA Begagnade Delar





Members of the NW Group outside the closed factory

A Flying Visit to **SWEDEN**

The trip to Sweden was a great success, there were 12 from the NW Group in the party including three Directors of the Club, and five Directors of the Club in total.

Iain Hodcroft, along with Hazel and the children, went a couple of days before us and Eddie made his own way there via Copenhagen, which became fraught with difficulties. Richard Elliott, Dave Garnett, John Newby, John Howard, John Ransley and his wife travelled from Manchester on a scheduled flight to Gothenburg.

Iain who arranged hire cars met us at the airport, not being able to hire Saabs we had to put our trust in a Peugeot and two Renaults. Leaving immediately we headed for the Volvo Factory on the outskirts of Gothenburg which Iain had arranged, after which we visited the Volvo Museum on the north side of the river. On returning to the city we checked into our floating hotel on the river Gota in the city centre before we later met up with Iain, Hazel and the children for an Italian meal.

Friday was a lovely sunny day and we set off for Trollhättan, at a good rate of knots, where we met the rest of the party which now included Francis Lynn from Eastbourne, Ellie Wilson, Robin Morley and Members of the SW Group and, of course, Dave Ross.

The factory was closed and we were indebted to Dave Ross who had arranged for us to visit ANA Begagnade Delar, the former SDCC (Saab Development Centre for Car Recycling). The General Manager, Alf Persson, received us and conducted a tour of the recycling centre which provides a used parts service from vehicles that have been scrapped including vehicles from the factory which have been involved in test programmes.

ANA Specialbilar is where they convert new Saab cars to police and emergency vehicles. The workshop manager Martin Schmidmeir gave us an interesting perspective of the work carried out in this section.

We then moved to the museum, a paradise for Saab lovers. Peter Backstrom, the museum curator, was on hand to answer questions that were put to him and staff from the factory then gave us updates on Saab. Camilla Magnusson gave a presentation on the new 9-5 Combi/Estate, followed by an interesting talk on the IQ on infotainment system by Isabella Berglund.

Nathali Boonrod, who conducts factory tours, then give and enlightened and humorous factory guide without even entering the factory.

The Members from the NW Group then parted from the other Members of the group. Before returning to Gothenburg they visited the closed factory as some of our group had not been before.

In the evening some of the Group then toured Gothenburg on foot to enjoy the sights of the city.

Saturday was another lovely day and the Members of our party met at the Maritime Museum. This museum has a fantastic collection of ship models which tells the story of Sweden's maritime history. We Then returned to the city centre and went to the Maritime Museum, a collection of 19 ships which are open to the public. These vessels include a submarine, a destroyer, a fast patrol boat, a light vessel, a coaster, a floating workshop, a tug boat amongst the exhibits. This collection takes so long to tour that we had to return on the following day. Saturday night saw the NW Group Members visit our favourite restaurant in Gothenburg, the 'Mongolian', where we reminisced about previous visits to Sweden and the census of opinion was that we should do it again – soon.

Dave Garnett

RAISING THE STAKES

An alternative GRAND 'NATIONAL'



I guess this year's National will involve an element of horsing around as it's being staged at one of the north's premier national hunt and flat racing courses – Haydock Park; and of course it marks a return to God's own county of Lancashire, for which your steeds will need to be well groomed! (no bridling at these musings will be allowed...).

Finding a site has been a bit of a night-mare, so other choices such as Aintree and Chester were already booked up.

Now I do hoof some compassion for southerners, and don't wish to stirrup too much trouble, so a venue has been chosen that's dead easy to find – straight up the M6 to junction 23 then follow the A49 north for less than a mile (about seven

furlongs...). Mind you, straight up the M6 on a Friday, may not be easy... so pace yourselves, drive at a canter, avoid the hurdles and difficult ground and perhaps be prepared for a couple of doglegs to avoid jams! (We don't want any fallers at this stage).

Hay! This may be a long shot, but I'll lay odds that you'll be thinking 'race course... that means camping inside the track'... Not so!

Much to our surprise there is no access within the track other than for emergency vehicles... so the whole event will take place in and around the Newton Stand, with camping a few furlongs distant – grass for tents and hard standing for caravans and



The main stand



The area where activities will be held which has a large undercover area

camper vans. Lighting, toilets, showers and water will all be temporary for the weekend. (Let's hope it's not colt outside!)

For those requiring greater creature comforts there are several hostelrys within walking distance. (Premier Inn, Thistle, Holiday Inn etc.)

To get us clean away from the starting gate, a Friday night 'fish and chip' supper (surf not turf) will be available at a very reasonable starting price. I mustn't forget about the gelding asking a question of the jockey... who responded by remarking that he felt the horse had 'set off steady enough, given some concerns over the early jumps and had then run and jumped well until being tripped at the last fence'. The horse retorted, and said 'feedbag' you fool, ...not feedback!

I'm trying hard not to be a one-trick pony... which reminds me! How do you make a small fortune on a race day? Bet you know the answer – start with a large one of course! I asked one of the jockeys, does it hurt when you get thrown off? He said he never got hurt when he was thrown... it was the sudden contact with the ground that hurt... I wonder if that quip came up lame?

The mane day will once again be Saturday, with lots of merriment and foaling around and, as many day visitors will be expected (and we have no wish to rein in the fun), I guess several of us will be saddled with keeping track of the runners and riders in our 'best car stakes'. We'll go to any lengths to amuse... you'll need to keep up with the pace, rally if conditions deteriorate from fair to harsh, and settle down for the long uphill gallop! Being in peak condition will certainly help!

To round up, Saturday night, a two or three course meal will be provided in one of the hospitality suites, again at a very reasonable cost. We hope lots of day visitors will stay and join the campers and enjoy a meal and some music (and probably a daft quiz). We're treating members like thoroughbreds; we'll go to any lengths to gate them through the stretch. Everyone's

always jockeying for the best jokes, but we'll really take off with flying colours this time.

Switching fields a bit, the other night I was trying to think of a farm pun to impress a woman I met but I couldn't come up with one I thought would a tractor! (Like the old gray mare... I ain't what I used to be). So on to Sunday and the last lap! (Perhaps it's time I was put out to grass?)

We're trying something a little different – a short leisurely guided drive with 'treasure hunt' cryptic clues, finishing in Southport, via the Formby red squirrel reserve. We'll even put on cream teas for those that make it to the end of the course.

Hope everyone has kept track with this drivel. You need to handle it with equine-imity and without gelding the lily! I usually just get a kernel of an idea and perhaps stick my neck out, then it germinates into something so corny it's hardly worth shearing. So I'll continue with the farm puns; ploughing my own furrow, reaping havoc as I sow often do. You whinny some, you lose some! Let's hope this doesn't provoke too many of the neigh-sayers.

If anyone is sufficiently irrigated (you oat to have seen that one coming) and think this claptrap is just too ofal; remember the sad horse calling in at the 'Nag's Head' and the barman asking him why the long face?

I'll continue bucking the trend, refusing to be saddled with rules, showing unbridled delight in punning, fillying more of this journal with a stallion-t effort to convince you to come along and join in the madness!

Remember – you can lead a horse to water, but you can't make him take a bath! I'm off to the knackers's yard. They shoot horses don't they? See you in July!!

Iain Hodcroft

PS I usually bridle at someone's comments, but this thread got off to a good start right out of the gate!

THE SOC **NATIONAL**

2011

Friday 29 – Sunday 31 July

HAYDOCK RACECOURSE



NATIONAL BOOKING FORM

Name _____

Membership Number _____

Address _____

Postcode _____

Telephone _____

E-mail _____

	No.	£
PRE-BOOKED PITCHES, PER UNIT (Friday/Saturday nights only)		
@ £15.00 per night (for one night) Member	<input type="checkbox"/>
@ £20.00 per night (for one night) Non-member	<input type="checkbox"/>
@ £12.00 per night (2+ nights) Member	<input type="checkbox"/>
@ £15.00 per night (2+ nights) Non-member	<input type="checkbox"/>
DAILY ADMISSION CHARGE		
Member @ £7.00 per day	<input type="checkbox"/>
Non-member (pre-booked) @ £11.00 per day	<input type="checkbox"/>
Member children under 16 free	<input type="checkbox"/>
Non-Member children under 16 £2.00 each	<input type="checkbox"/>
Total for camping/caravan etc.	

MEALS		
Friday fish & chip supper – adults @ £12.00	<input type="checkbox"/>
Friday supper (vegetarian) – adults @ £12.00	<input type="checkbox"/>

Saturday Evening Meal in Whittle Suite at 7.00pm
 'Melon Opera' (melon with red berry compote)
 Roast loin of bacon with peppercorn sauce (served separately)
 Lemon tart with raspberry coulis

For the vegetarian option – people with additional dietary requirements – contact Iain Hodcroft asap

Saturday 2-course meal – adults @ £18.00	<input type="checkbox"/>
Saturday 3-course meal – adults @ £24.00	<input type="checkbox"/>
Under 13s Friday/Saturday @ FREE	<input type="checkbox"/>

All meals MUST be booked in advance.

GRAND TOTAL

Booking form should be sent to arrive with Keith and Sue Long no later than 11 July 2011. Please let us know of any special requirements. (Photocopies accepted)

Non-members can join the Club by downloading a form from: www.saabclub.co.uk quoting code 'natl2011' to qualify for a special one-year membership rate, without a joining fee.

Booking information to:
 Keith and Sue Long, 10 Byrne Close, Barugh Green,
 Barnsley, South Yorkshire, S75 1NS.
 Cheques payable to The Saab Owners Club GB Ltd.

NORTH WEST NATIONAL

Camping on-site for tents, trailer tents, caravans and motor caravans.

- Please follow signs to designated areas for parking and camping.
- SOC designated area within racecourse itself.
- Arrival from 2.00pm Friday, 29 July.
- No sleeping in commercial delivery vans.
- Fees for pre-booked pitches: £15.00 per unit for one night, £12.00 per unit per night if more than one night booked. (These rates will apply for Friday and Saturday nights only)
- Fees for those wishing to camp without prior booking: £16.00 per unit for one night, £13.00 per unit per night if more than one night booked. (These rates will apply for Friday and Saturday nights only)
- There are no electric hook-ups available at the racecourse.
- Non-members will be charged an additional £5.00 per adult for participating in the weekend. (Please encourage your friends to join, or rejoin) The Saab Owners Club at the meeting or prior to the meeting quoting code 'natl2011' to qualify for a special one-year membership rate, without the payment of a joining fee.
- Campers wishing to arrive early or stay on after the event will not be able to stay on site as this is not a commercial site.
- Access to showers is via a token system and these will be provided by SOC reception.
- Dogs are welcome on site provided they are kept on a leash and are properly controlled. A dog walk is available. DO NOT walk or exercise dogs on the racetrack; and owners will be responsible for removing any dog fouling.
- **NO commercial camping available.** Temporary toilets and limited shower facilities only! If you wish to continue a camping holiday locally please contact Iain Hodcroft for advice.

Other accommodation

- Contact St Helens Council website www.visitsthelens.com
 St.Helens Tourist Information Centre
 The World of Glass, Chalon Way East, St.Helens WA10 1BX
 Tel: (+44) (0)1744 755 150 Fax: (+44) (0)1744 616 966
 E-mail: info@visitsthelens.com

St.Helens Tourist Information Centre Opening Hours:
 Tuesday - Sunday, 10am - 5pm.

Day visitors – Saturday, 30 July 2010

- Arrival on site from 9.00am.
- Fees: Members pre-booked £7.00, on the day £8.00.
 Non-members pre-booked £11.00, on the day £12.00.
- Traders and 'car booters' are welcome and will be able to park in a designated area. They will be charged the same rate as campers or day visitors. A contribution of a raffle prize or a gift for entry to the 'penny auction' would be appreciated!

Sunday, 31 July 2010

- A scenic tour to Southport and cream tea for intrepid travellers!

Catering

- Friday evening fish and chip supper £12.00 per adult. Children under 13 free. There is a vegetarian option.
- Saturday and Sunday morning – an on-site cafe will be available in the Newton Stand for drinks and snacks
- Saturday evening meal. Two courses are £18.00 and three courses £24.00 per adult. Children under 13 free. Bar open 6.30pm-11.30pm. There is a vegetarian option.
- Our caterers will try to meet particular dietary needs if we are informed in advance.
- There will be a bar available onsite.

Members and guests are welcome to bring their own alcoholic or soft drinks, but these can only be consumed within the camping area, not anywhere in the facilities. Clearly, the organisers will expect responsible consumption of any alcohol and safe removal of 'empties'.



SWEDISH DAY UK 2011

Swedish Day 2011 was another great success and even though the weather looked like it might be cruel to us and give us some rain, it ended up very dry, warm and sunny with a steady wind blowing through the site.

As in 2010, the weekend started on Saturday evening with a successful carvery at The Sparkford Inn. Thirty-three Swedish fans sat down and enjoyed a three-course meal followed by lots of chat until closing time.

Many of our friends from Europe were there sharing their love for both Saab and Volvo. Luckily for us, the English language was known by everyone.

Chris Hamley, a Saab specialist from Devon, arrived with his whole garage staff and their families and almost took over the pub car park with their six cars including a 9000 Limousine and Saab Astra van.

The day of the show saw Alex, myself, our families and Members of the South West Saab Group turn up at 8.30am to get things organised.

Some gazebos were erected and flags were put up to fly and with the strong wind they flew very well. The Volvos and Saabs started to arrive around 9.30am and there was a steady flow of

Swedish vehicles driving through the gates. As in previous years, they were parked as they arrived therefore having a nice mixture of Cars on display.

By 11.00am over 100 cars had received their welcome bag and instructions. This year the cars were parked in an arc formation which turned out looking very nice. There were opportunities during the day to have photo shoots with other models if you wanted.

By the end of the day we had had a total of 141 different Swedish vehicles on display for all to see. It was great to talk to so many enthusiasts and to see so many people smiling all day.

The variety of Swedish cars was brilliant. The older cars were there, a Volvo PV544 and a couple of Volvo 1800s, a few Saab Two Strokes including a Saab 93 with spotlight on the roof. The cars ranged from the 1940s right up to the most modern of the two brands including the new Saab 9-5 and the new Volvo S60.

The Saabs and Volvos came from all four corners of the UK,



and were joined by many of our friends from mainland Europe.

The other attraction at Haynes was the Museum. Everybody who signed their car in received a reduced rate to enter the Haynes International Museum. Almost everybody took a visit to enjoy the great cars in the Museum. The children had the play park, go-karts and diggers as well as the wooden fort/climbing frame and the play bus. Others attractions taking place included a Swedish Knowledge Quiz with some very tricky questions. The winner was Etienne from Belgium who picked up a very nice limited edition print signed by Erik Carlsson. A raffle took place with many great prizes. I want to thank the wives of the South West Saab Group for looking after the many duties that go on during the day.

During the day there were six judging competitions going on. Three were named 'The Most Admired Volvo, Saab and Truck' and was sponsored by Chris Knott Insurance and Tailored Transport. Another was 'Best in Show', sponsored by Peter Swann from 'The GB Motor Book Company'. As Peter said, 'it was very difficult to choose one as there were a great many 'Best' cars', so he decided to ask himself, which car would I like to travel home in? The local Saab garage was there to choose their favourite Saab and Dimitri from www.dimini.ch – an Internet shop selling model cars, who chose his favourite Volvo at the show. A big thank you to all the sponsors for supplying the trophies.

The prizes at the 2011 show were:

- The Chris Knott 'Most Admired Saab' chosen by the people at Swedish Day was presented by Paul Channer to Chris Redmond and his Saab 900 T16S.
- The Chris Knott 'Most Admired Volvo' chosen by the people at Swedish Day was presented by Paul Channer to

Thierry from France with his Volvo 1800.

- The Tailored Transport 'Most Admired Truck' was not claimed this year.
- 'Dimini.ch's Favourite Volvo' was presented by Etienne Morsa to Rob Gray and his Volvo C70 T5.
- 'Astley Saabs Favourite Saab' was presented by Jerry Peck to Andy Boorman and his Saab 99.
- Peter Swann of the GB Motor Book Company's 'Best in Show' or later re-tagged as 'Car I would most like to drive home in' was presented to Tony Grestock and his Saab 93R GT750.

If you have Internet access you can find a few pictures via the links at www.swedishday.co.uk

A year book will be available about a month after the show, again, check the website for details.

I would like to thank everybody for supporting this event, the helpers, the five sponsors mentioned above, Mat and Haynes Museum for the location, my friends Peter, Clive, Mike and Marion, Mark and Carol and Alex and Isabel for the constant support, the local Saab Owners Club Group for their fantastic help on the day, the Internet forums and blogs, including Saabsunited.com and Saabhuy.net and of course, my wife Kerry and daughter Azabeth. But the biggest thank you goes to all the owners of those lovely Saabs and Volvos that came along on the day.

Next years' show will be held on Sunday, 13 May with a few additional activities taking place on Saturday including a road trip organised by Etienne. Camping on site is also being planned. Hope to see you there.

Robin

V4REGISTER



As you can see, we have now moved house but the phone number is not the provisional one I included in the last 'Driver', so please note the correct number listed on the opposite page.

Model Registers Update

I am delighted to report that the Two-Stroke Register has found a new custodian, another former SOC Chairman, Peter Turner, has volunteered to run this register for us. I am delighted that Peter has offered to take on the position, not least as it may give him the encouragement he needs to complete the restoration of the 92B he has been working on for more years than I care to remember – I must be getting old!

Poor Running Problem

I recently received a letter from Chris Hesketh asking for guidance with a lack of power from his V4.

"I am writing to you to see if you have any ideas about a problem I am experiencing with my 1975 Saab 96 V4 with lack of power.

"It all started weeks ago, when I suddenly lost power and whilst the engine would start and run and pull away in first OK, it would then lose power, as if fuel starved. Called AA (luckily the AA man was an old Land Rover enthusiast so understood mechanical cars a bit!). Between us we identified a very dirty air filter and evidence of my overdue service (my fault as it had been garaged for six months tinkering with bodywork, so was only just getting back into the swing of using it again and service next on the list). It also seemed that there was an apparent lack of fuel in the in-line fuel filter suggesting fuel pump problems.

"Anyway, gave it a good service including new filters, plugs, leads, points and new fuel pump. Drove a bit better, but still serious lack of power when pulling up bank. Managed along flats and downhill OK-ish, but still not right. Checked carburettor and got a service kit, new gaskets, diaphragm, jets etc. fitted.

"Still lack of power. Checked fuel lines and by-passed fuel pump with a jury-rigged electric pump and similarly a jury-rigged fuel tank. No improvement. Checked exhaust for possible blockage, but seems good pressure."

My initial reaction was this could well be another corroded fuel tank/blocked outlet pipe, but it also reminded me of the problems I mentioned a while back when the vacuum advance on the dissie, of one of my old cars failed. As soon as the car needed any throttle, it

just died because the vacuum did not cause the appropriate advance of the timing.

If anyone else has any suggestions please get in touch and I will pass on to Chris.

Fuel Tank Corrosion

Further to the recent discussion on how best to treat corroded fuel tanks, Graham Ballantyne has been in touch again with some good news. Graham writes:

"A friend suggested the Fuel Tank Repair Kit from Frost and Co. This involves three stages with Marine Clean, Metal Ready and Fuel Tank Sealer. A time-consuming process but well worth it and the cat is now running perfectly. Boy, you should have seen the 'stuff' which was cleaned out! There was enough 'sealer' to do three tanks."

Sounds like a job well done there, Graham. I also spoke to David Kernahan recently who is looking to restore a V4 that's been laid up for a while. He also has this fuel tank problem, he has written with the following information:

"Fuel Tanks, I've done a fair bit of looking around and decided to try Hartlepool Radiator Company – fuel-tank-renu.co.uk – they do a professional version of the Frost/POR15 treatment after cutting the tank open and bead blasting. They give a lifetime guarantee but are not exactly cheap as they do a fixed price of £240 +VAT but it does include collection and return. I have not sent it yet but they seemed very helpful and down to earth."

I will also make further enquiries with Ralloy and Allysport and report shortly. Just the small matter of finishing the unpacking and getting settled into the new house to get out of the way first!

More from Graham B!

"I have also been unable to get rid of the two tow bars advertised – probably because they have to be picked up from Aberdeen. Free to anyone who can use them. Never mind, I'll try another small problem: the square dashboard clock no longer ticks. I wonder if anyone knows a man and/or woman who can sort these?"

Anyone wishing to take a tow bar, or with advice on repairing the clock, please get in touch.



VAUXHALL CORSA ELECTRIC POWER STEERING INTO SAAB 96V4

As a lot of Members of the UKSaabs forum will know, Chris Wilcox has recently finished fitting electric power steering to his Saab 96. I asked Chris if he would mind writing it up for the magazine, and he has very kindly provided this fascinating article. I would urge you to look at his photos on photobucket and also read the project thread on UKSaabs – it really is a great job he has done. Chris writes:

“This idea came from having to struggle to park the car in any tight space, but it has been used on some rally cars and other classics.

“It has taken a lot of thought and having done the conversion I have realised that it probably could be done differently or probably a bit more easily.”

Finding the parts

To start with you have to look for a Vauxhall Corsa C, the SXI version is the one I chose, manufactured in year 2002 but there are a few you can use besides this one, but make sure it is a Corsa C not an earlier B model. You may want to use the adjustable one, but that is your choice. You could acquire one from your favourite auction site, it saves you going to the scrapyards but you don't get as many parts and may not get the wiring plug.

If you go down the scrapyards route and you have found your

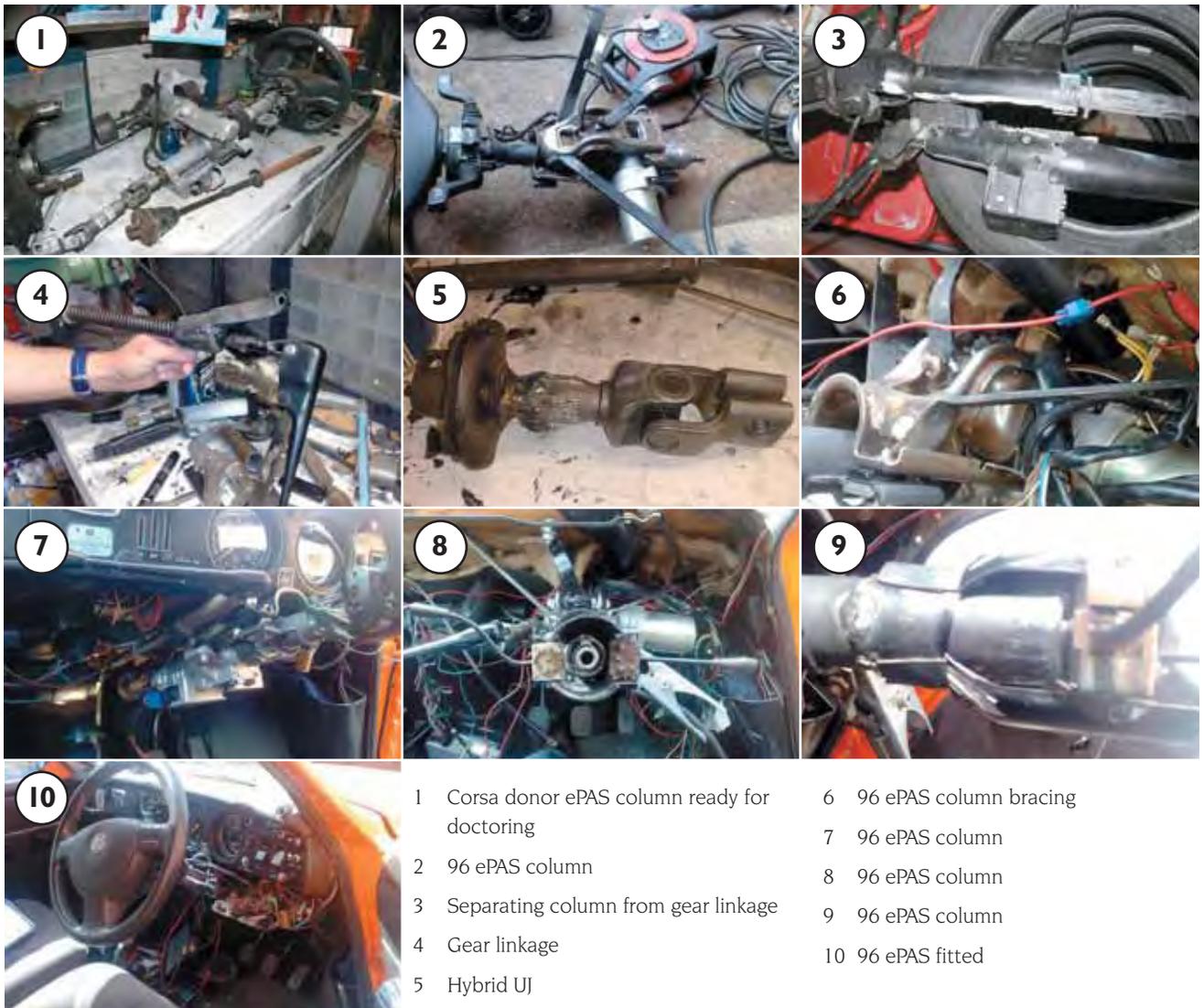
donor vehicle, you need to strip out all the bits you are going to need. This means removing all the plastic dash from underneath the column and the instrument binnacle. I also cut away some of the dashboard so I could cut out the column carrier as well.

When the dash is out of the way look at the wiring, you need to cut the main wires into the ECU as far from the ECU as possible – make sure you take the main plug (the blue one) into the ECU. You cannot get another one, as they come with the car. Remove the steering wheel, it makes it easier to cut out the carrier. You might want to take the steering wheel as well or you could fit an aftermarket wheel with a boss kit.

Disconnect the wiper and indicator arms (some enterprising people among you could wire these into your car and keep the column cowlings, I didn't), then remove the bottom UJ bolt that connects the column to the rack. Keep the UJ connected to the column as you will need it.

Next you will need to undo all the bolts that hold the column in and take them as well. I undid the ones that went through the bulkhead and took all the brackets. Once all the bolts are undone the column will simply – lift out. Do not remove the motor or other parts.

Next you need to cut out the column carrier. This is attached to the



- 1 Corsa donor ePAS column ready for doctoring
- 2 96 ePAS column
- 3 Separating column from gear linkage
- 4 Gear linkage
- 5 Hybrid UJ

- 6 96 ePAS column bracing
- 7 96 ePAS column
- 8 96 ePAS column
- 9 96 ePAS column
- 10 96 ePAS fitted

large round tube that runs across the width of the car (you will need a decent hacksaw). Cut it about an inch either side. I thought it helped having this part as it was easier to mount the column into the 96.

If you have got home from the scrapyard in one piece, with all the bits, you should have:

1. Steering column, with ECUs attached with a bit of wire into the main ECU, approx 9-10 inches.
2. Loads of bolts, screws, nuts and possibly a few brackets.
3. Weird shaped lump of metal that is the column carrier.
4. Wiper switch, indicator arm, column cowlings, if you decided to use these.
5. Steering wheel.

Fitting the parts

Now the hard bit. Fitting this little lot into a Saab 96 is not as straightforward a job, as you can imagine, some people will do it differently/better.

1. First of all, I removed the steering lock from the column; you could keep it if you got the keys with it and are a wiring genius. I didn't. I did this by cutting through the plastic housing with a hammer and a sharp scraper.
2. Remove the dash from your 96, then the column and gear change etc. Keep it to one side, just in case.
3. Look at the mess, scratch your head and wonder why you are doing this, drink tea, lots of it!

I started by fitting a spare column tube (no cowlings, just the inside tube) from a spare 96 column to line everything up. Using this idea, you can offer the column carrier to it so you can measure how long the braces are to be and where they have to go. Remember, where the clocks go so they don't hit the braces, guess why?! I suppose you could make a square box type frame to hold everything, as long as you take measurements for the dashboard refit.

Once you have managed to get it all lined up, try bolting it all together. I used 5mm mild steel strips for the braces and M10 High Tensile bolts with Nyloc nuts for the fittings. Try bolting the column to the carrier to see if the driving position is what you want, don't weld anything yet until you are satisfied with this. Everything OK? Now take it all out and weld the carrier to the braces (or box type frame) and bolt it all back in.

Now, you should be looking at the column bolted to your braces (or box type frame) which should be bolted to the bulkhead. If you are happy with the positioning, the next thing to do is attach the column to the rack. I did this by cutting the Saab fitting with the leather/rubber section in it off the spare column (not the one I took out of the car) leaving about 1.5 inches of the column on it. Then I took the UJ off the Corsa column and separated the two parts. This is done by drilling out the two small indentations that let it slide up and down. Cut the TOP part of the UJ down in length to fit together with the 96 column part (I can't give measurements for this as it may be different to the way I did it). Bolt them onto the column and rack, then mark the position to weld them together (obviously, take them off to weld them). You may also want to put a (fail-safe) bolt through this as well.

Electrics and other bits

You now have (hopefully) the column bolted to the carrier which is welded/bolted to the braces/box type frame, which in turn is bolted to the bulkhead with your high tensile bolts and also bolted to the rack via what you did in the above paragraph.

If you kept the steering lock, ignition switch, wiper switch and indicator arm you now need a wiring diagram for the car you took

the column from and a 96 wiring diagram. The rest is up to you. Like I said, I'm no wiring genius.

What I have done is I have kept the original wiring and column switches and made them fit. Doing this is not easy as I have had to make parts and cut the old column shrouds down to fit, but I found that easier than trying to work out the wiring to do it the other way. I really can't explain how I have done this part, so if you need to know how, I can send you photos of how it looks now. That way you can make your own mind up on which way you want to do it.

To make the steering work you will need a small box of tricks from e-Bay, (details can't be reproduced here, so available from Al if required).

This is simple to wire-up (you get some good instructions); there is a white plastic plug that replaces one of the plugs in the ECU. The red wire goes to the ignition live and the black to earth 'simples'. It comes with some Velcro strips to fit it to the side of the ECU. The main two wires from the ECU, one brown and one red, the red goes to the live side of the battery and is fused at 50 amps, the brown goes to the negative side of the battery (I have my red/live feed running off the back of the alternator, B+).'

Gear-change column

The gear-change column, well this was a bit of a challenge. You cannot use the original so I stripped it down and made one. After making one that failed, the mark two version was made. I cut the spare steering column tube down to 185mm and threaded the gear change shaft through it, making sure I used the nylon threaded sleeve thing that screwed into the main body of the steering/gear change housing. Doing it this way you also need to pack (PVC tape) around the G/C shaft, to stop the tube rattling.

Next I got a piece of 38mm diameter tube cut to 140mm long and made a washer to fit the end that was the same internal diameter as the shaft, slid it over the shaft with the washer on the end lined it up square and welded it all together. The spring for the reverse stop is fitted after putting the nylon and metal washers on first, then the spring, then nylon and metal washers after. Squeeze it up in a vice and fit a small HT bolt through a collar (16mm internal diameter) that has been fitted over the shaft to retain the spring.

Lastly, the bracket to hold the whole lot to the column carrier is more guesswork than anything else. I made it to fit round the upper tube, drilled a 10mm hole in the one end and bolted it to the column carrier. I elongated this hole to make sure I had some adjustment, and then I offered up the G/C and clamped it with a set of mole grips and tried the gears. At first I could only get first, second and reverse, but after a bit of adjustment I can get all four and reverse. I then removed it and welded the bracket to the tube. This works for me, by no means is it like the real thing but I can get all four gears and reverse perfectly. Easy eh?!

I now have a car which is a pleasure to drive and park, the steering is smooth and very precise, I am glad I have done it as I don't ache as much during/after driving any more.

I am not an engineer, mechanic, or anything to do with the motor industry and accept no responsibility if you decide to do this to your car. All I can say is 'Look at it, and make sure it is what you want and it is safe'. It's not rocket science, it can be done, but do it safely.

Further photos are available at:
<http://s241.photobucket.com/home/transit80/index>

That's it for this time folks, I hope to see you and your V4s at the National in July. Cheers!

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

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

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A New Registration

These only come along once every six months or so these days, so are very welcome when they do turn up. Ian Sayers wrote to register his blue 1977 99GL, which he rescued from a scrapyard in 1993 for £85. He only used it for one journey as it had a faulty water pump but is now doing a thorough restoration job on it. He writes:

"The shell has been plated and seam welded, the power unit is being refurbished as necessary. I have shot blasted the engine bay and the car is now in a bodyshop having a two-pack respray, including engine bay and door shuts. I have replaced the nearside front wing and boot lid from a donor car. The mileage (52,000) is genuine and the car was superb to drive back in 1993. It has been dry stored most of the time since with me turning the engine over occasionally."

I look forward to seeing the results of this project.

It is interesting to see how times have changed for the 99/90 model since I took custody of the register in 2003. Then you could still pick them up for more or less scrap value, new registrations came in nearly every month and very few, if any, cars were being restored. Now they seem to have reached the next stage in the old car cycle, the survivors being regarded not just as cheap reliable alternative transport but also as increasingly rare classics, to be preserved and restored. It is good to see this often overlooked model finally getting some serious attention and recognition, but at the same time I hope they do still remain in use as a practical alternative to the high-tech but throwaway consumer good that cars have become.

Paint Types

With more 99s being restored and re-sprayed these days an important question to consider is the type of paint to use. The original paint used by Saab is prone to fading and blooming, but does polish up if you keep working at it, so I would generally recommend keeping the original as far as possible. Where re-spraying is necessary the main choice these days is between either two-pack or base and clear. Based on my experience running an MG bodyshop, traditional two-pack is probably the easiest to match but in recent years due to restrictions in permitted pigments it has become much more prone to fading and water marking in a way which will not polish out. This particularly applies to reds and dark colours. It is slowly being phased out to be replaced by a 'high solid' two pack which is supposed to be

better though I haven't seen the long term results yet. Base and clear uses a cellulose or water-based colour coat with a two-pack clear lacquer over the top. It can be trickier to match, but the clear coat protects the colour from water marking and fading. Personally, this is what I would recommend at present for a full respray. I recently saw a red classic 900 convertible done this way which looked superb.

Puzzling Power Loss

My 90 has recently developed an unusual problem. At first I couldn't be sure whether I'd imagined it but it seemed to lose power briefly. The problem gradually became more obvious, only happening on slow right-hand corners such as when turning right at a mini-roundabout, and only when the engine was hot. As soon as you straightened up the engine picked up and ran perfectly, and is fine at high speed. I checked the carburettor float level which seemed OK. The next suspect was the petrol pump, so I changed it which made no real difference. I had another look at the float level. The various diagrams I have are ambiguous as to which way up the float should go, and having rebuilt the carburettor before it was possible that I had fitted it upside down so I turned it over and reset the level. This has almost eradicated the problem, but still not completely. Could modern fuel be the cause? It is manageable for now but any hints welcome. (Today it seemed to lose power at light throttle in a straight line a couple of times but maybe this is a new problem!)

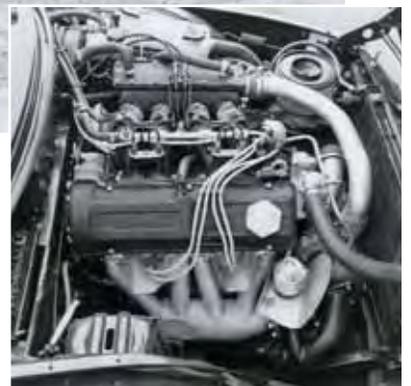
Support for 'Robin's Review'

I was sorry to see this disappear from the last issue. Although personally involved with older cars, and as you know not the modern car's biggest fan, I always found Robin's articles fascinating and a useful way of keeping in touch with developments in the motor industry at large, which I would have thought was of particular interest to supporters of Saab. If the marque is to survive this is the environment in which it must operate and compete, so the so-called non-Saab content is very relevant. Also I know only too well how much time goes into writing these articles. It always surprises me how quickly the deadlines come round (thank goodness 'Driver' isn't a monthly!) so thank you, Robin, for an interesting read, and I hope you will be back soon.

Stuart

99TURBO REGISTER

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



Saab Press Release for 1979 RAC Rally

The rapid development of the Turbo has been made possible by Saab's philosophy of using as many standard components as possible; the engine uses the same block, crankshaft, cylinder head and conrods as the standard version while only minor modifications have been made to the gearbox and some strengthening to the bodyshell.

The 1978 RAC rally cars were both three-door cars, whereas the ones Stig Blomqvist and Ola Stromberg will be driving on this year's Rally are two-door 99 Saloons, homologated into Group 2, ie 1000 units produced in a 12-month period whereas Group 4 cars require 400 units to be produced in a 24-month period.

Specifications:

Body	Saab 99 two-door Saloon
Engine	Four cylinder, ohc with exhaust-gas driven turbocharger, Bosch CI mechanical fuel injection
Swept Volume	1985 cc
Compression Ratio	6.5:1
Boost Pressure	1.6 bars
Output	265/240BHP @ 6000rpm
Torque	260lbs ft @ 5000rpm
Gearbox	Saab 4-speed manual with limited slip differential
Final Drive	4.86:1
Weight	1100KGS
0-60MPH	approx. 6.0 secs
0-100MPH	approx. 14.5 secs
Top Speed	approx. 115MPH.

Fleet News

The two-door 99T is finally on the road! It was a very strange feeling driving it to the Test Centre for its MOT (which it passed). We really

can't remember when we bought this car, as it came with no paperwork. According to the DVLA its last owner sold it on in 1997, and I think we bought it a few months after that. At the time, we had a rotten 1980 red, two-door Turbo that was to be used as a donor for all the mechanical bits. This donor car had only done 66,000 miles but it was totally rotten and beyond economical repair. Luther (yes we like to give them names) was in remarkably good shape, despite having been somewhat neglected over its 188,000 miles.

The intention was to turn it into a track day car and with that in mind I fitted a roll cage, before swapping over the interior and all the necessary mechanical parts. Despite my good intentions however, work ground to a halt and it sat 'out the back', for quite a few years. When the Sonett unexpectedly arrived there was no longer any need for another TDC so I seriously thought of selling Luther. Early on last year it had become obvious that our 99GL was getting rather tired and affected by winter salt, so the decision was made to turn Luther into an everyday car. Out came the engine and in went a H Series APC motor from a 1988 900 (thanks Jules). I decided to leave the cage in as it was too much agro to remove it and it also let us use it on track days if the need arose. That's the story of Luther to date. We've only covered a few hundred miles but it's running very well, the exhaust isn't exactly quiet though! I'm not sure if it's the smaller turbo, no intercooler or the higher compression, but it feels a lot livelier than the three-door car. I suppose the lack of weight helps as well.

Chris

C900 REGISTER



Hello everyone, it doesn't seem five minutes since I was sitting here writing for the last edition! Why does time seem to fly when you get older? Never mind, that's life, on with the Register.

I have just spent a fantastic Swedish Day weekend and enjoyed looking at all the lovely C900s on the Sunday which came along to support the event. One car really stood out for me and it was a 1984 flat front three door GLS (see photo) with just 34,000 miles on the clock – yes 34,000! The bodywork was completely rust free with no dents and the metallic paint had not faded or flaked. The car had been brought along by our local dealer Astley of Yeovil and they had supplied it new to the one family who had owned it.

I was very pleased when a Group Member of South West Saab showed a great interest and bought it. This car will be a great addition to our Group.

Three registrations this time around, firstly our very own Ellie with his lovely T16s Convertible that I had the pleasure of riding in part way home, from our Belgium trip back to Calais.

I best let the man himself tell you about his fabulous and cherished car:

"Hi Alex, Great to have a new 900 Registrar. I have been meaning to register my car for years with the 900 Register, so here goes. My car is a C900 T16s Convertible and it was one of the last of the MY88 built, as it has features only found on the MY89 onwards.

"I bought the car in 1989 with 26,000 and one previous owner, and now it has 114,000 miles. The colour is Odarado Grey with buffalo leather interior. I have no plans to sell this car – ever! I think I might even get buried in it! I have used this car on many occasions for weddings and I even got married in it myself (well it took me to the church!)."

Next up is Rob and Julie Bird with a really

nice five-door. I have seen this car at one of our monthly meetings and it is in excellent condition. Rob writes:

"First acquired by me in February 2010 a 900S LPT in Nocturne Blue with grey interior. I am the third owner from 1992, the first owner had the car for 16 years. I have the full history, if slightly vague in 2009, and also original sales documents. With 101,337 miles on the clock it still drives very well and is in very good condition and is all original including the wheels and the factory fitted sunroof."

A Continental Drift

One of our beloved models has moved to France, no doubt to add a bit of class to the roads around Paris!

Keith Ryan – Member No: 013301-4 has registered his green 1984 three-door, that he has owned since 1988 and Keith reports the body, interior and mechanicals to be in near perfect condition.

Thank you all for taking the time to register.

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



CHRIS REDMOND T16S RESTORATION (part 2)

Brakes, Suspension and Steering

The brakes and suspension were in a very bad way due to the amount of time in storage. The entire braking system had completely seized with callipers both front and back completely fusing with brake disks. The front and rear suspension was in much the same condition, covered with a layer of dirt and rust. As the parts were in such a bad way, I replaced every component with the exception of the control arms and original T16S springs, these were refurbished though with springs being acid dipped and then galvanised. The control arms were stripped and re-painted. The steering rack seemed fine so this was partially stripped, cleaned and repainted ready to go back on the car.



With all of the front suspension components refurbished, I couldn't wait to get them back on the car and start putting things back together instead of taking them apart. As I have already mentioned, this included all new parts, including all the suspension bushes. After lots of online reading of other people's projects, I decided on a combination of standard and poly bushes to sharpen the feel of the car but without compromising the original ride of the car. New front brake lines were fitted with new/recon callipers, disks and pads.

Engine and Transmission

When the car was taken off the road it was only six years old and had only covered 77,000 miles. With the engine having stood for so long, I decided to pull it apart to inspect for any wear or internal corrosion. The strip down didn't expose any problems and the crank, pistons and bores were in perfect condition showing no sign of any wear. The cylinder head was also in great condition but it was stripped to give it a thorough clean and then reassembled with new valve stem seals. The valves were cleaned, lapped into place to ensure a good seal with the valve seat. All the engine components were cleaned, painted and then reassembled with a complete set of new gaskets and seals.

As the gearbox had been repaired with a new reverse gear and new pinion bearings installed, it was just cleaned, painted and re-joined to the engine and then both were reunited with the equally clean repainted engine bay. The original drive shafts were cleaned, painted and refitted with good

second-hand inner CVs and brand new outer joints.

A Milestone – December 2009

With most of the hard work done, I had some small jobs left to do before the car could be started and we could venture out of the garage for the first time. In no particular order, a complete new clutch, the original turbo and new cooling and exhaust systems.

The car finally started and moved under its own power in December 2009 after 18 years. It was fantastic to get the car out of the garage and be able to move it around as it had become extremely cramped in the small single garage. The excitement, however, was slightly short-lived as I now had to subject the rear of the car to the same restoration as the front of the car. It may seem a bit strange to restore a car this way, but it was the only way due to the lack of space and access. The rear of the car was stripped, repainted, wax-oiled and all reassembled with a mixture of standard and poly bushes, before finally being lowered back onto all four wheels.

And Finally

I am sorry to say, I have to end this edition on a sad note. Brian Baker, Member No: 2378 has written to me to tell me that his C900i, B353 KPG has gone to the great 'car park in the sky'. Brian tells me the car had been off the road since 1999 and had deteriorated beyond his capabilities to return it to the road. Brian, we all understand what a task it can be to keep or return a C900 to the road.

Alex



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9000REGISTER

WHY I DON'T HAVE A MOTABILITY FORD FOCUS



First I will explain the heading. She who must be obeyed is registered disabled so we had a choice of either, free road tax and an allowance for running costs or a Ford Focus. Now the Focus is a good car, but it will not tow our caravan. The other, and most important, is that we both love Saabs, although our patience has been tried lately due to a slight problem as stated later on. Apart from the fact that there are plenty of good, comfortable cheap cars out there. I do wonder what sort of second-hand cars will be for sale in ten years' time. For instance, the latest Focus is fitted with an electronic automatic street parking system. Apparently, you pull up beside a parked car press a button and the car reverses itself into a place behind aforesaid parked car. This is a great idea, but what happens in five or ten years' time when the sensors become aged? Imagine driving up the M1 at 65mph and the 'park' button is accidentally pressed? I dread to think.

Talking of the love of Saabs I appealed for 9000 owners to tell me about their cars. We have a result. Nick Degg has sent in the following offering.

"I am now enjoying my sixth 9000, but have struggled over the years with guilty feelings, and on three occasions have defected back to C900s because I have this compulsion to own a 'Classic' car.

"My first 9000 was an impulse buy, having just given up a reps job and a family-friendly Zafira. The criteria for the replacement was (a) cheap (b) roomy (c) stylish. I rang my Dad who had a string of 96s when I was growing up, to seek his opinion on having a Saab. Without hesitation he advised me to go ahead.

"Hence, a Silver 9000S flat front, of 1990 vintage shared the drive with my Wolseley 16/60 and proved to be totally reliable.

All correspondence to:
JOHN CROOK

57 Brett Green, Upper Layham, Ipswich, Suffolk IP7 5LX
Telephone: 01473 827557 E-mail johnthecrook@btinternet.com



Aero, with full history, and sensible mileage. I will try to remain faithful from now on and concentrate my efforts towards the dream 'Red One'. I just hope I am not offered a nice C900 in the meantime, because I know what will happen!"

While I am on the Saab appreciation bit a friend of mine, Martyn, who I have known for over twenty years, rang me to ask the value of a 'W' plate 9-5 Estate. After information swap he went off and paid about £350 for this 9-5. Martyn now realises why we are Saab nuts. This is the first car that he has bought in this price range on which everything works. Heated seats, air-con, headlamp wash/wipe and even the detachable load tie-down hooks for the load space. When Martyn went to buy a new oil line from the local dealer he was treated to the service history of the car without asking. Perhaps the spares manager, finding out that

Martyn knew me, thought that this new customer was just as fanatical or plain mad.

Took some friends up to London the other week in the Carlsson and on the way back stopped at the traffic lights at the M25/A12 junction, pulled away and there was a loud clunk from the front of the car and no drive, it sounded as if it had jumped out of gear. But this car is an automatic. I found that there was no forward drive but it would 'park', do 'neutral' and 'reverse'. So, not wishing to drive backwards up the A12 for 50 miles, we came home on the back of a lorry. Not many people in my neck of the woods know very much about auto boxes, but the general opinion is that there is something wrong with the selector mechanism outside the gearbox.

Just jacked up the car and found selector mechanism OK. So I think surfing the Net and phoning around is the order of the day. The Carlsson auto box has a connection with the inlet manifold, this is in order to tell the box to change up later when the pedal is to the metal. Apparently standard 9000s don't have this connection.

I have more registrations but I am leaving this for the next issue, because they look interesting. Enough for now, happy Saabing.

John

"The 9000 did everything well, but I thought that if I sold the 9000 and the Wolseley I could have a really nice Classic 900 which would convey the family throughout the week, and would be eligible for Classic Car shows at the weekend, so the first defection happened.

"At this point I had joined the SOC and became active in the local group and really started to get into Saabs. I consumed every morsel of info and began to lust after a 9000 Aero, but settled for a 9000CSE 2.3FPT Auto in Ruby, with black leather. (Robert) L714 RBT was a revelation, so quick and smooth, it quickly stole my heart and became the best car I have ever owned, until some jelly head pulled out on me and wrote it off. I was devastated, but compensation came quickly, as I received twice what I expected from the insurance company. I set about looking for 9K number three.

"Number three was a CSE 2.3lpt manual in Midnight Blue, with beige leather, a one-owner 100K car, which was pristine and again proved to be über-reliable, faultless in appearance it really was a gem but the C900 bug bit me again, and I replaced it with a C900LPT five-door.

"A couple of years went by and the memories of Robert kept niggling away, so number four came along. The C900 passed on and another 9000 2.3FPT Auto took its place. This was in Embassy Blue, with grey leather and was absolutely stunning. It cost me £300 and was without doubt the bargain of the century. I enjoyed it on my commute to Lichfield (30 miles) but needed something more economical, so a GM900 came into the family (briefly, as I hated it) and was swiftly replaced with another 9000.

"Number five was a Silver CSE 2.0LPT manual with black leather, a seriously well-kept car. Perfect in every way and was by far the best Saab I have ever owned, but I came across a C900 four-door totally unexpectedly at silly money and couldn't refuse, so the 9000 begrudgingly went to pastures new.

"It has taken years to concede that I actually prefer the 9000 to a Classic. I can hear you hissing from here, but I just love the CSE. It's criminal I know, but those are the facts, so with that in mind, I set about replacing the Classic with 9000 number six.

"Number six is an 2.0LPT manual Anniversary in Midnight Blue with beige leather, it has done 187,000 miles and feels like new, has a few minor car-park dings, but other than that it's spot on. I recently gave a work colleague a lift home, and he was amazed by the experience, he just couldn't believe that a £500 banger could offer so much quality and comfort. He was literally speechless.

"Number seven is out there somewhere, an Imola Red Anniversary or

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9-3SS REGISTER





Hello once again everyone, I trust that you are all well and still enjoying your Saab 9-3 ownership experience. In this issue I will write about 'The Swedish Day 2011' and a little about a new accessory that I have recently purchased.

The Swedish Day

Saturday afternoon, 1.30pm on 7 May, my son and I set off on our 180-mile drive down to Yeovil. Despite the scattered rain showers around the country that day, we managed a wonderfully warm and sunny drive all the way down. Well, at least almost all the way. Ten miles from Yeovil the heavens opened and then they stayed open for the rest of the evening and indeed most of the night. The Saab got filthy. Luckily Sunday morning we awoke to glorious sunshine. After breakfast and a quick clean of the car we set off for Sparkford and the Swedish Day. It proved to be a great experience. Over 140 Saabs attended and we counted 14 9-3s. I had the chance to talk to a number of nice people and was pleased to make a few new friends. I was interested to hear of a story from one gentleman who had travelled all the way from Bournemouth to Cambridge in order to purchase his new 9-3. He did this because of its unusual combination of colour and alloy wheel specification. I have to say that I can see why, it looked stunning. It's good to see that that level of enthusiasm for the 9-3 still exists. Every version of the 9-3 was represented there including the 9-3X and the TurboX.

Alex Rankin brought along his brand new 9-3 Wagon, which looked super in its white paint. I think white is a colour that works well on some cars but not on others. It always looks good on a Saab. Despite the rather windy conditions, the rain stayed away and when the sun came out, it stayed out. Mid-afternoon, Jacob and I headed home, stopping off at Stonehenge for lunch. With the roof down and the sun on us, the ride home was a wonderful experience. The drive took about four hours and showed just how good the comfort levels are in our Saab 9-3s. On arriving home, the only aches that I suffered were from my sunburnt forehead! What factor sunblock was I wearing that day? That's right – none! The prat-factor! Anyway, all in all it was a great weekend and I loved the driving experience.

Wind Deflector Accessory

I have owned my convertible for five years now and yet, I have only just bought myself a wind deflector. The two main reasons for this were, firstly they always seemed a rather expensive accessory to me and secondly, why spend the extra money on a Convertible in order to experience the wind and open air, only then to stop it with a

deflector? It seemed to defeat the object. However, having now used one for the first time, I have to say that they are fantastic. What it does is to create a calmer, quieter, more comfortable experience from behind the wheel. Cutting the air flowing through the centre of the car and around your legs also allows for the heating to be more effective, whilst still maintaining that 'open air' feeling. If you own a Convertible and were ever wondering whether a deflector would be worth the splash, I would say yes. Especially, if like me you aim to get that roof down as much as possible. I only wish I had bought mine years ago.

Speaking of Convertible ownership, I received this e-mail from Ian Popham:

"I have been a Member for about a dozen years now and I finally traded in my 900 Turbo Cabrio after 185,000 miles. It was used daily and was even used to tow a caravan throughout France. I replaced it with a 9-3 Vector auto Cabrio about five years ago. The car was purchased with high mileage. Again it is used daily, lives outside in North Yorkshire and tows a caravan in France and Eire as well as the UK. We are taking it to France again this year (with caravan). I really have been delighted with its towing ability and would recommend them to anybody – provided you keep within the '85% rule'. It has now covered 118,000 miles and apart from tyres, brake disks and the odd bush, it has just needed regular servicing. I have been really impressed by it."

Thanks Ian, I am glad that you are finding your 9-3 as reliable as the 900. That's a tough act to follow. Did you know that the 900 Turbo was voted 'Towcar of the year' in 1986. So it's good to know that the 9-3 still performs well in that area.

Anyway, that's it for this issue. Thank you to those who have contributed, keep those stories coming in as well as your photos and registrations. Maybe I will see some of you at the National in July. Until then and next issue, take care, drive safe and happy Saabing.

Simon



New Registrations

Name	Area	Mem. No.	Registration	Model/Details
Richard A Barrett	Kings Norton, Birmingham	020881-12	V060 UPT	Linear SE TTiD Convertible. Blue Paint, Black interior. 2,500 miles. Year 2010. Chassis YS3FA7MB4B1302232. Standard Vehicle.
Ron Livesey	Radcliffe, Bury	018229D-9	RN55AAV	Linear Sport 1.8t Sport Wagon. Silver Paint, dark grey interior. Year 2006. Chassis YS3FB45B361111532.
Kevin Hart	Wormley, Herts	020914-3	X4 XWD	Turbo X Sport Wagon. Black Paint. Black Leather Upholstery. 17,500 miles, Year 2008. Chassis YS3FM52R481139859.

9-5 REGISTER



Woohoo... it's back!

Hello 9-5 fans, my name is Johno and I am your new 9-5 Registrar. Firstly, my apologies for not being a bit quicker off the mark and missing the last couple of issues.

I had hoped to include a bit of an introduction in the May/June issue to get the ball rolling, but what with one thing and another, and starting a new job, I missed the boat slightly.

Secondly I'd like to thank Trevor, Tim and Julian for doing such a fantastic job looking after the 9-5 Register since 1998 and wish them all the very best for the future. If I can do half as good a job of looking after things as they have done over the years, then I will be a happy chap.

I would also like to thank Alistair Philpott for giving me the opportunity to take over as the new 9-5 Registrar – I wonder if he's really thought this through!

So, introduction time.

For those of you who frequent the UKSaabs.co.uk web forum you will already know all about me, but for those who don't, my name is

John Bufton and I live in Shrewsbury.

I'm forty-two years of age and live with my very long-term fiancée Sue. For the past twenty-two years I've been involved in the road haulage industry, but since the beginning of May this year I've downsized and currently drive a white van for a local courier company. Someone has to do it, I suppose!

I've been an SOC Member for about eight years now and I've enjoyed every minute. I've made some very good friends over the years and I think it's safe to say I'm addicted to all things Saab.

It all started when I bought my first blue 'H' Reg 9000i and then a green 'L' Reg 9000CSE, then I decided I quite liked the look of the 9-5, so I bought one... and then I bought another!

My old black MY98 9-5 started life as pretty much a bog standard low spec 2.0 low pressure Turbo. Over time I added the full Aero interior and exterior body trim kit, wheels, full Koni lowering suspension kit, stainless dual exhaust system, silicone bushes plus a load of other shiny bits. I replaced the engine and Turbo and started tuning the old girl with the help of my good mate Karl – electronic wizz-kid that he is!

Thanks to you guys for voting for her – she won the best 9-5 at the SOC National three years running.

I think at last year's National in Bath she looked her best, that was the first time in six years I had been totally happy with the bodywork, even though I'd spent more than the car was worth on polishing products!

But sadly, the following November she spun her big end shells on cylinder number two and wrecked her crankshaft, so for now she's been parked up and looks very sorry for herself.

In December last year, I bought a silver MY00 9-5 Aero Saloon from Robert Boulter up in Rhyl. I wasn't looking to buy another car at the time, I really wanted to rebuild the black one, but Roberts Aero just popped up at the right time and being as it had just had a



complete engine rebuild carried out by an engineering company in Leicester, it was far too good an opportunity to pass up. So after a quick train journey up to North Wales, on a very cold snowy December morning, much coffee was consumed in Roberts' kitchen, a deal was struck and the Aero was all mine!

Even though the car had been stood since September the drive home was lovely.

I am in the middle of building another engine at the moment using the B234R cylinder block from Nev's (one of the UKSaabs admin guys and all-round nice fella) old 9000 Aero.

I'm undecided as yet if it's going to find its way into my old Black one or whether to build a complete monster of a car using the Silver Aero. The tuning process has already started with this one so the chances are I'll just carry on with it, as I love this car to bits.

Anyway, that's more than enough about me and my weird obsession with the 9-5s in my life.

If I've done this right, there should be a couple of pictures of my cars here somewhere!

Back to serious 9-5 business!

Keith Millar (aka Agent Gibbs) emailed in to register his gorgeous black MY52 9-5 Vector Saloon.

The Godfather as it's known, is a very special 9-5 indeed. Keith bought the car off Chris Bullock (aka Chris 9-5, aka The Observer) back in August 2010 and has since had the wheels refurbished and spent a lot of time and money detailing the bodywork, it looks fantastic. The spec sheet Keith also sent in makes for some very impressive reading.

- Abbott Racing Lightened Flywheel Abbott Racing plus Quaiffe LSD
- Hybrid TD-04HL 18T 6# Clipped Vane Turbo
- 3.5 Bar FPR
- Abbott Racing Intercooler
- Abbott Racing Delivery Pipe
- Abbott Racing Catalytic Converter
- Abbott Racing Full 3" Stainless Steel Exhaust
- Genuine Saab Huge Intake (Cobra Pipe)
- Custom Fuel Rail and Abbott Racing Injectors and Walbro 255 Fuel Pump
- Saab Racing (Ray Yang) Lightweight Crankshaft Pulley
- Forge Dump Valve
- Ram Air Open Air Filter
- Full Hirsch Suspension and Hirsch Performance Alloy Pedals
- 18" Stienmetz Alloys
- Brembo Four Pot Front Brakes
- Aero Vented Rear Brake Conversion
- HID Conversion Headlights
- LED Side Repeaters and under-bonnet Stainless Trim and cosmetic enhancements
- All work and fabrication by Weston Moore at Nottingham Saab.
- Black Vue Screen Mounted Video Camera
- Pioneer FH-P80BT (iPod & Bluetooth)
- Engine output is a very respectable 300+ bhp and 495 N/Ms of torque

Wow, I have to admit to being a tad jealous reading that list, and if I've done the next bit right there should also be a pic of Keith's car here somewhere too!

General waffle

Even though things have only just got going I've already received a lot of emails from Members asking questions about their 9-5s and its little quirks and issues. Please keep the emails coming, I'll do my very best to respond to them as soon as possible.

My contact details have been updated so please feel free to get in touch if you have any questions, being as I drive for a living the phone might not be the quickest way for me to respond, but by all means leave me a voicemail or text. Email, or good old paper and ink will also be fine, if like me all this computer stuff gives you a headache!

We haven't had a 9-5 Register page since the January/February issue, if anyone has registered their 9-5 between then and now please feel free to resend me your info and a picture of your car if you so wish, and I'll do my best to get the new Members' list updated for the next issue.

John Bulloch emailed to ask if I knew where he could buy a Haynes workshop manual for his MY08 9-5 Aero. While the guys at Haynes will rip a brand new car that's done less than a thousand miles to bits to make a new workshop manual, as far as I know this won't be released for sale to the public until that model of car is about five years old, so the 2006 on (the Dame Edna edition) 9-5 Haynes manual should be due out any time now. That's if they have done one at all.

Well, that's about it for my first effort, what do you think? I know, I know, as my old English teacher used to say, 'should have done better!'

Please forward any of your interesting 9-5 tales, be them good or bad, pictures and any hints or tips you may have and like to share. I'm looking forward to meeting you all at this year's National at Haydock, should be another great Saab weekend.

John



New Registrations

Name	Area	Mem. No.	Registration	Colour	Model
Keith Millar	Cleveleys, Lancs	020941D 5	R5 KSM	Black	MY52, 2.0 9-5 Vector Saloon (aka 'The Godfather')

Route Announced for **ROGER ALBERT CLARK RALLY**

2011 | A new start venue at Duncombe Park, a return to Croft circuit and two twenty-mile stages are the key features of the provisional route for this year's Roger Albert Clark Rally.

As well as hosting a spectator-friendly 2.5 mile stage to be run twice on Friday evening and twice on Saturday, Duncombe Park near Hemlsley will also act as the new headquarters for the rally, with scrutineering and documentation during Friday, 2 December.

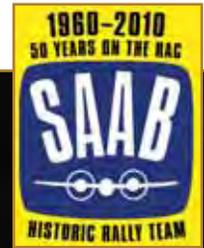
Rally Manager Colin Heppenstall says that he wants to finish the 2011 event with a big bang and is planning two runs through a marathon 20-miler in Kershope on the final morning of the

rally, Monday, 5 December.

"I wanted a real challenge at the end of the rally," said Colin, who has planned a service halt at Carlisle in between two long stages in Kershope Forest. "The return to Croft is another excellent development and we expect the first cars to arrive there at around 3.00pm on Saturday." As well as a pair of stages, Croft will host a major service halt in a family-friendly environment and rejoins the route in favour of Oliver's Mount.

The rally will include two runs at a nine-mile stage in Dalby Forest in the dark of Friday evening (2 December), as well as two stages through Duncombe Park.

Total stage mileage is currently around 170, but Colin has plans to add further stages if negotiations with a key title sponsor prove fruitful. Interest from overseas crews is already running ahead of the 2010 event and Colin is targeting a record-breaking 100-car field.



PROVISIONAL ROUTE

Friday, 2 December

- SS1 Duncombe Park 1
- SS2 Dalby 1
- SS3 Duncombe Park 2
- SS4 Dalby 2

Saturday, 3 December

- SS5 Langdale 1
- SS6 Gale Rigg 1
- SS7 Duncombe Park 3
- SS8 Duncombe Park 4
- SS9 Langdale 2
- SS10 Gale Rigg 2
- SS11 Croft 1
- SS12 Croft 2

- SS13 Hamsterley
- SS14 Shepherdshield

Sunday, 4 December

- SS15 Ae 1
- SS16 Twiglees 1
- SS17 Heathhall 1
- SS18 Ae 2
- SS19 Heathhall 2
- SS20 Twiglees 2
- SS21 Newcastleton 1
- SS22 Newcastleton 2

Monday, 5 December

- SS23 Kershope 1
- SS24 Kershope 2

The Saab Historic Rally Team cordially invites any SOC Members to a rally forum in the Service Park at Hamsterley on 2 December. This will take place in the afternoon before the evening stages at Hamsterley and in Dalby Forest.

We currently have four cars up for this year's challenge and you will have the chance to see a screening of the Team video from the 2010 event and meet the competitors, their support teams and their cars. This event is shaping up to be a real firecracker, don't miss it.

Jim Valentine

CORNBURY PARK Rally Show 2011



A little persuasion from a fellow Saab associate, meant we were heading down the M6 from Lancashire, toward Oxford at 04.00 hours on Saturday, 14 May 2011 in one 'Stig Blomqvist 99t Clarion' replica to join the 1962 Red Two-Stroke 96 of Nick Pinkett/Richard Simpson at the Rally Show held at Cornbury Park.

Nick would be driving the 96 Two-Stroke on the live rally stage, whilst for a change I would be taking a rather backstage position representing the Saab Owners Club GB with the 99T in the Car Club Section, right next to the action.

We arrived at 08.00 hours, after a little trouble trying to find the remote location of the rather grand house set in beautiful tranquil gardens, soon shattered by the sound of raucous twin-carb rally engines, whistling turbochargers and chattering dump valves from wonderful competition cars of the past.

Just time to give the car a quick wash and set up camp for the weekend adjoining the Lancia Stratos Owners Club next door. Not forgetting, of course, 'Stig Blomqvist' piloted the Stratos



on the 1978 Swedish Rally in this very livery – I really could not resist picturing the two cars together!

Nick Pinkett and Rich Simpson came over for a coffee late morning before they were suited and booted, for the Two-Strokes' first stage run consisting of a loop around the magnificent house itself, running into a long straight, s-bend into a 'yump', down into the finish amongst the trees.

The 96 Two-Strokes were a delight to hear. After some tinkering the car was running like a dream, stage times faster and faster as the confidence in the car grew.

Meanwhile, the interest in the 'Clarion 99 Turbo' was phenomenal, highlighted by a flyover of Lancaster Bomber



and Spitfire! Although I was nowhere to be seen, hiding away in the trees, camera at the ready to capture the historic cars in mid flight over the 'yump'.

At the close of the stage around 17.30 hours entertainment was provided by a local 'steel band' for those who were camping overnight, and chance for the competitors and exhibitors to relax with a beer or two, before we retired to the camp fire, and had chance to get the kettle on, as the cold wind bristled through the open park, meaning a very restless night's sleep in the tents – for all!

Sunday's activities consisted of much the same, with a few spring showers thrown in for good measure. My lad at 11 years of age was very keen to get an obliging Jimmy McRae's autograph in the McRae family, previously driven Sierra Cosworth.

Many thanks to all who helped out and the rally team of 'Nick and Rich' in the Two-Stroke for providing some Swedish inspired entertainment, and Malbrad Saab Specialists for supplying a bottle of wine. A rather excellent weekend had by all.

Julian and Neil Davies

THE ARMSTRONG MASSEY WOLDS HISTORIC RALLY

27 March 2011

Having not used my rally V4 for any competitive events since 2007, I decided that it was about time to have another go. I had been using the car to travel daily to work until my retirement in June 2008, since when it had been sitting in the garage. I brought the car out of 'retirement' again to attend the RAC Rally in November 2010 and its excellent performance in the difficult conditions experienced at that time persuaded me it was time to give it another go at rallying.

I selected the Armstrong Massey Wolds Historic Rally, as it was a day-time event, run on a clubman's permit so no MSA licence was needed. The event was organised by the Beverley & DMC, based in Driffield, in the East Yorkshire Wolds area. Twenty-five or so cars of a good variety were entered. Most numerous types were the mark 1 Escorts and one Swedish rival was there in the shape of a Volvo Amazon.

The rally was in two distinct parts, a mixture of twenty timed tests on concrete and gravel surfaces on the airfield interspersed with two 30-mile long regularity sections. Arriving for

scrutineering at 08.30am it was interesting to see that most of the competitors had trailed their cars to the event. I'd hoped it would not be too rough as I always drive to the events – perhaps this is the confidence you get with a V4? Some of the competitors had come a long way, including one in a 600cc Citroën Dyane so I suppose it would be unreasonable to drive that all the way to the event.

The first seven tests were started at our due time of 10.06am and on completion we handed in our time card before proceeding to the start of the first regularity, which was several miles away from the airfield. The regularity was self-start and timed at 25mph throughout, which made it easier than those regularities that change speed at intervals. The navigation was given on a pre-plotted map handout but that was quite difficult to follow as roads and junctions had been obscured by the organisers' route marks! In the end, we transferred the route to our OS map which was much easier to follow. The route was scenic and at the sensible pace made it interesting for many

people along the route who turned out to wave as we passed their homes.

After completing the first regularity, we then returned to the airfield to start tests eight to fourteen before a break for lunch. The organisers had provided toilets and a food stall on the airfield, so all needs were satisfied! Following the lunch halt, we recommenced by driving to the start of the second regularity, which took place over another pre-plotted route. We then returned again to the airfield to complete the last six tests.

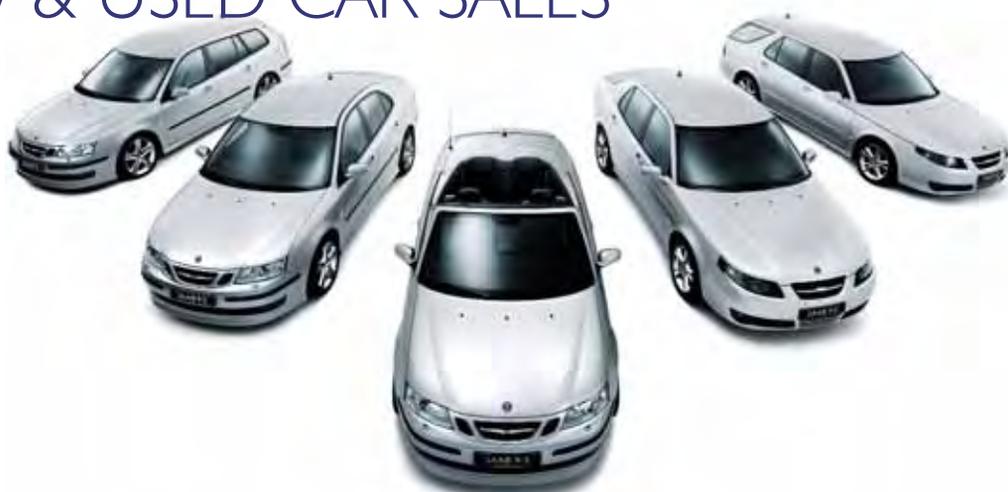
After the finish we were directed to the Driffield Rugby Clubhouse for a meal and drinks. The clubhouse was superb and the meal one of the best I've had at an event of this type.

How did we do? Quite well I thought, after such a long layoff. We finished 14th overall. Some of the tests were not really suited to the V4 – in some they were similar to an autotest, yet in others you could wind the car up down a rough gravel track – all in all, great fun. Now it will take me weeks to get rid of all the dust inside the car!

Neil Ryder

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Classic Car Insurance

Lancaster Insurance was formed in 1984 as the insurance division of the MG Owners' Club and became independent in 1989. Ordinary motor insurance policies that were available at that time proved to be expensive and did not take into consideration the fact that many classic vehicles were second cars, rarely used and often laid up for restoration. Insurers were persuaded that classic car owners tended to take more care of their vehicles than motorists who use their regular cars every day. As a result of this, insurance premiums for classic cars were generally lower.

With these origins, Lancaster Insurance has built strong relationships with numerous car clubs and the team in St Ives has extensive product knowledge and a good understanding of the requirements of clubs and their members.

For example, our Laid Up classic car insurance policies mean you could pay less for your insurance to reflect the fact you are not driving the car but still want to insure against fire and theft. Providing the car is garaged, we will provide a discounted price while your vehicle is laid up and declared SORN (Statutory Off Road Notification). This area of insurance has come to prominence in recent weeks with the Government expected to introduce new regulations making it mandatory for all vehicles to be insured, whether they are in use or not.

Under the new system the DVLA and the insurance industry will compare databases to identify the owners of cars without insurance. In the first instance they will be sent a letter warning them they could face a fine if they don't insure their vehicles. If they fail to obtain insurance, they will be fined £100 and repeat offenders face a minimum of six licence penalty points and a maximum fine of £5,000 as well as having their vehicle seized and destroyed. Drivers will still be able to register their car as being off-road using SORN, which removes the requirement for insurance.

Ministers have acknowledged that for many, the fines for being caught uninsured are less than the annual insurance premium. The new Government proposal has been backed by the Royal Society for the Prevention of Accidents who believe that improving the enforcement of motor insurance laws will reduce the level of uninsured driving, improve road safety, deter and detect

criminal activity and reduce costs for law abiding motorists.

We are frequently asked 'Who can get a classic car insurance policy?' Is it purely based on the age of the vehicle?

The answer is subject to various qualifying factors and not just based on the age of the car. Our sophisticated quote engines consider every driver and make an assessment based on certain criteria such as the age of the car, the age of the driver, the vehicle value, annual mileage required and many other factors.

Classifications of classic vehicles:

- Vintage Car – A 'vintage car' is commonly defined as a vehicle built between the start of 1919 and the end of 1930.
- Historic Car – The DVLA has a 'historic vehicle' taxation class. If your historic car was constructed or manufactured prior to 1973 then it will be exempt from the payment of road tax. You will need to make the necessary arrangements regarding this exemption directly with the DVLA.
- Classic Car – The definition of a classic car differs greatly amongst individuals and organisations alike. In general terms it refers to a car which is over the age of 20 years.

At Lancaster Insurance we appreciate that some of the modern cars of today will someday be the classic cars of the future. That is why we constantly review what constitutes a classic car to get you the most competitive deal we can on your insurance.



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SAAB-VI-0611

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This month we have joined forces with the talented boffins at Synionic to bring three lucky Saab 'Driver' readers the chance to go mad with goodies from their brand-spanking new range of lubricants. One lucky winner will get £100 to spend on anything they wish in Synionic's online shop and two lucky runners up will both get £50 to lavish as they desire on anything from car care to high-performance lubrication.

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Leading tuning luminaries from the tuning and motorsport Scene using Synionic include the STR Seat BTCC team, Roger Clark Motorsport and even Subaru UK's own race team. Outside of that, a couple of very well-known F1 teams also have the stuff delivered on a regular basis, but sadly our lawyers won't let us say who!

As well as the range of ultra-high

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Entries close 1st August 2011. The winners will be the first three correct entries drawn at random.

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May/June 2011 – 600ml Contigo Aria Travel Mug

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96V4

1972 96 V4

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99

99GL Silver

1983, would make a good restoration project. Basically sound, needs TLC! £120. Tel: 01405 769894 (East Yorkshire).

900

900 Carlsson

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Classic XS Auto

1992, 134,000 miles. T&T. Silver grey, good condition, excellent interior. See Saab 'Driver' May/June 2011 page 49 for images. Offers around £750. Tel: 07971487443 (Sheffield).

900S Aero LPT

1992, red, grey cloth interior. 128,000 miles. Electric roof, mirrors, windows. Headlining no sag. Tax October 2011. MOT July 2012. £950. Tel: 01494 815595 (Bucks).

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900i Classic

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Classic 900 T16 Convertible

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900 Turbo 8V

1989 black. Tax September 2011. MOT January 2012. Wheel arch rust, sagging headlining, front bumper damage. £700. Tel: 07738134333 (Leicestershire).

900S Convertible

1992 (November). Genuine 21,736 miles only. Always garaged and in mint condition, no rust or damage to bodywork, in fact the only time this car has been wet is when it has been washed. Present owner 14 years and only selling as I have five vintage cars and need the space. Car is fully serviced, fitted with cruise control, disc player and wood trim dash. Dark blue hood and Mid-blue metallic body with full leather interior. All in excellent condition. This is a genuine car in nearly new condition. £7950 ono. Tel: 01243 514241 (Chichester).

900 LPT Aero Coupé

1992. Black with dark grey leather interior. 74,000 miles. Automatic sunroof. Bills for 4000 in last year. Offers around £3000. Tel: 07961 107077 (Middlesex)

9-3

9-3 SE Turbo Convertible

MOT May 2012. Tax October 2011. All ready for the summer. Electric hood, electric windows, leather upholstery, alloy wheels. Adjustable seats, adjustable steering column/wheel, air conditioning, CD, central locking, colour coding – body, computer, driver airbag, fog lights, head restraints, multi-function steering wheel, passenger airbag and power assisted steering. £1750 ono. Tel: 07909518755 (No dealers or agencies).

Bits and Pieces

96V4 Parts Available

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Classic 900 and 9000

Various wheel trims and lamps. Please ring for details. Tel: 01794 322601 (Salisbury).

MISC

Oil Leaking from Distributor

Oil seal replaced by SOC Member. For Saab 900 (1984-1993) BOSCH Part No: 0237-501010 and 900 (1993-1998) Part No: 0237-520054. Repairs from £30 including P&P. Tel: 01208 72429 or email: al@timms789.fsnet.co.uk (Bodmin, Cornwall).

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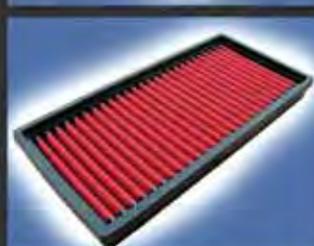
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