

JUNE/JULY 2013 ISSUE 3 £6.00

# SAAB DRIVER

The Magazine of the Saab Owners Club of Great Britain Limited



## INSIDE

A VISIT TO SPA

SAABS AT THE GRAMPIAN  
TRANSPORT MUSEUM

THE FORGOTTEN  
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## ANNUAL GENERAL MEETING

The Annual General Meeting of the Club will be held on Saturday 26th October 2013.

Members are reminded that items for inclusion on the Agenda and Nominations for the Board of Directors must be received by the Company Secretary (address on page 5) no later than Saturday 17th August 2013.

Under clause 18 (as amended) of the articles of association, the text of any matter to be discussed at the AGM must be signed by two Members and sent to the Company Secretary by the above date.

Nomination Forms for the election of Directors are available from the Company Secretary on request (please include an SAE).

BY ORDER OF THE BOARD

**Derek Best – Company Secretary**

**FRONT COVER:**  
Photograph supplied by Derek Darnell  
Please state your Membership Number on all correspondence

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Contact the Membership Team on:

Tel: 01954 232810 Fax: 01954 232106 E-mail: [membership@saabclub.co.uk](mailto:membership@saabclub.co.uk)

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## IMPORTANT

Please quote your Membership Number on ALL correspondence

### CONTRIBUTIONS

Please send your contributions to:

'DRIVER' Editor, DAVE GARNETT,  
Gorseley Field House, Birtle, Bury, BL9 6UD.  
E-mail: [editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)

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

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

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

Classified Advertisements  
– see details on page 54

*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

Aug/Sept 2013 ISSUE: 28th June 2013

Oct/Nov 2013 ISSUE: 23rd Aug 2013

## DISPLAY ADVERTISING IN THE SAAB 'DRIVER'

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

Kay Scott

KJS Advertising Tel: 01943 461679

E-mail: [kjsadvertising@btinternet.com](mailto:kjsadvertising@btinternet.com)

## CLUB VALUATION SCHEME

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

Ken Dover

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

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## Disclaimer

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

## DIRECTORS

### VICE CHAIRMAN

Dave Garnett

01706 368724

Gorseley Field House, Birtle, Bury, BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)

### VICE CHAIRMAN – Alistair Philpott

Registers' Co-ordinator

01845 587176

The Granary, Manor Farm, Newsham  
Thirsk, North Yorkshire, YO7 4DJ.  
[registers@saabclub.co.uk](mailto:registers@saabclub.co.uk)

### Finance – Bryan Riley

01482 632162

Lowlands, Reading Room Yard, North Farriby,  
East Yorkshire, HU14 3DE.  
[finance@saabclub.co.uk](mailto:finance@saabclub.co.uk)

### Motorsport Secretary – Richard Simpson

0114 288 7612

11A Park Drive, Stocksbridge,  
Sheffield, S36 1EP  
[motorsport@saabclub.co.uk](mailto:motorsport@saabclub.co.uk)

### Regional Groups' Co-ordinator – Ellie Wilson

01527 403596

43 Towbury Close, Oakenshaw South,  
Redditch, Worcestershire, B98 7YZ.  
[branches@saabclub.co.uk](mailto:branches@saabclub.co.uk)

### Saab Independent Dealer Liaison – John Ransley

0161 338 2423

133 Stocks Lane, Stalybridge  
Cheshire, SK15 2NU.  
[saabspecialist-liaison@saabclub.co.uk](mailto:saabspecialist-liaison@saabclub.co.uk)

### National Event Co-ordinator/Company Secretary

Derek Best

01900 814317

Longview, Central Road, Dearham,  
Maryport, Cumbria CA15 7ER.  
[derek@saabmail.co.uk](mailto:derek@saabmail.co.uk)

### IT Director – Richard Bone

0121 2882663

160 Ardath Road, Birmingham B38 9PE.  
[webmaster@saabclub.co.uk](mailto:webmaster@saabclub.co.uk)

### Website Content Co-ordinator – Nick Hoare

[web-content@saabclub.co.uk](mailto:web-content@saabclub.co.uk)

### Members Benefits & Services – Rachel Hillier

01379 740158

Linnaeus, Norwich Road, Scole,  
DISS, Norfolk IP21 4DY.  
[SootySaab@aol.com](mailto:SootySaab@aol.com)

### Membership Director – Mark Edgar

01525 853879

15 Golden Riddy, Leighton Buzzard  
Bedfordshire, LU7 2RH.  
[membership@saabclub.co.uk](mailto:membership@saabclub.co.uk)

### Club Publicity & Awareness – Alex Rankin

07963 066384

14 Southwoods, Yeovil, Somerset BA20 2QG.  
[therankins565@btinternet.com](mailto:therankins565@btinternet.com)

## NON DIRECTORS

### International Liaison – Iain Hodcroft

07976 314012

[international@saabclub.co.uk](mailto:international@saabclub.co.uk)

### Librarian/Historian – Keith Long

01226 385139

[history@saabclub.co.uk](mailto:history@saabclub.co.uk)

### Valuer – Ken Dover

Manor Heath, Manor Brow, Keswick,  
Cumbria CA12 4AP. Post only

### Shopkeeper – Sharon Foxley

01824 750 639

[shop@saabclub.co.uk](mailto:shop@saabclub.co.uk)



They always say history repeats itself, and I find myself behind the Steering Wheel once again.

I would like to thank Mike for all his hard work, effort and time he spent whilst at the helm of the club.

We, the Board of Directors, hope you enjoyed the 50th celebration special 16 page souvenir brochure and the special gold 50 years windscreen sticker that were included in the last issue of the 'Driver'.

We have co-opted two new members to the board, Nick Hoare to work on the website alongside Rich Bone, and Bryan Riley to replace Keith as club treasurer.

Keith has done a sterling job for the past 10 years and has now completed the accounts for 2012/13 period.

The committee for the INT13 headed by Alistair has been working hard to ensure the International will be a superb meeting that will be remembered, whilst at the same time actively overseeing the registers.

Derek is looking for a venue for the next National in 2014 and has agreed to take onboard the role as Company Secretary.

Ellie continues to be a major contributor to the magazine with 'Around the UK', which is enjoyed by many readers of the 'Driver', and is actively in the process of organising the SOC stand for the Classic Car Show at the NEC in November.

Alex has settled into his role as press and publicity officer and is now in close contact with several classic car magazines and items from the SOC are beginning to appear regularly.

Mark is working with the membership office, identifying problems and looking at ways to attract new members.

Rachel has initially identified membership benefits in the East Anglia area (see page 54) and is now in the process of going nationwide.

Rich Bone, assisted by Nick has been busy resolving the problems we have had with the website (see opposite).

John is in contact with both 'Saabparts' and 'independents' on a regular basis.

Rich Simpson, another major contributor to the 'Driver' with the motorsport section has arranged a second spares day in Sheffield in October (see page 15).

And what have I been doing? Well, you are holding it in your hand, the 'Driver'. I am looking forward to the 2013 International Saab Clubs Meeting in August. I hope to see you there.

Finally, I have just been to the evening buffet at the 'Peaks and Dales'. The good news is there will definitely be another one next year.

Dave

## DISPLAY ADVERTISING

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

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

**Kay Scott**

**Tel: 01943 461679**

**kjsadvertising@btinternet.com**

## Saab Owners Club Website – May 2013 Updates, Outages and Plans

Saabclub.co.uk was originally hosted with Fasthosts, along with email and other services. A decision was made several years ago to invest in a new website which was then hosted with Starfish, email and other services remaining with Fasthosts. As our contract with Starfish was coming to an end the board opted to migrate the website from Starfish to Fasthosts in order to reduce costs, simplify management, and to give us a sound base for future enhancement of the site.

The introduction of the new online membership site [saabclubmembership.co.uk](http://saabclubmembership.co.uk) and the Saab International site [intsaab2013.com](http://intsaab2013.com) meant that migration was delayed putting pressure on the timescales. Moving a site from one provider to another is a major exercise. Initial attempts did not go entirely smoothly and we had to revert back to the old site. Pressure to leave Starfish meant a rushed move which left us with out-of-date content for a while.

Things weren't helped by more than one attempt to hack the site, which meant it being taken offline by Fasthosts.

Websites based on Content Management Systems, as all our sites are, have recently become major targets for spammers and our [intsaab2013](http://intsaab2013.com) site has also been affected recently, albeit indirectly.

The site has now been restored and by the time you read this content should be back up to date. We have taken measures to reduce the likelihood of this sort of thing happening in the future.

We apologise for the disruption and negative impact this may have had but, rest assured, we are working for the good of the membership to reduce the costs and improve the service. Bear in mind we are all volunteers!

The Board has great plans for the website and now we have overcome some technical issues we will be able to focus on improving content, in particular for our registered Members.

Rich Bone, Nick Hoare

## We Need Your News!

Don't forget, Saab 'Driver' is your magazine and we always welcome submissions from you, the Members. If you've got a report, a review, a technical article, a travel piece or perhaps just a brief letter, send them to us with any relevant photos at the highest resolution your camera will allow.

**The Editor, Dave Garnett,  
Gorseley Field House, Birtle,  
Bury BL9 6UD.  
[editor@saabclub.co.uk](mailto:editor@saabclub.co.uk)**

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And to further enhance customer value, Saab Parts UK is giving away a FREE vehicle Aftercare kit (worth £15) with every summer check undertaken at any of the Saab Authorised Service Centres.

**For more information on the Saab Summer check please visit the website [www.saabparts.com](http://www.saabparts.com), selecting UK.**

## INSURANCE MATTERS

SOC Insurance's Neil Franklin explains why consumers are set to benefit from recent changes to the industry.

Two significant things have happened recently in relation to how insurance providers are regulated and I just wanted to let you know about them.

Firstly, the news that the Financial Services Authority (FSA) has been dissolved and two separate bodies formed to make regulation of the financial services industry easier to manage. Brought about by the banking crisis, there is a push to increase consumer confidence and, as such, the agency tasked with policing the City and the banking system (which also includes general insurance) is now known as the Financial Conduct Authority (FCA).

The result is that SOC Insurance, or rather our alter ego, Chris Knott Insurance, is now 'authorised and regulated by the Financial Conduct Authority' instead of the old FSA.

Secondly, and perhaps of more interest to Members, is the assurance that The Consumer Insurance (Disclosure and Representations) Act 2012 came into force in April.

Under the Act it is still the duty of consumers to take reasonable care not to make a misrepresentation to the insurer but there will no longer be a need for consumers to volunteer information that an insurer might regard as material. This increases the onus on providers to ask the

right questions (and properly record the answers).

It also means that claims can no longer be thrown out just because the consumer didn't disclose a certain detail. However, be careful. A journalist at one of the national newspapers recently seemed to be advocating that motorists altered their occupation slightly to see if they could get a better rate. I say, be careful as the new test is whether the omission or untruth was 'deliberate or reckless' or merely 'careless'.

The insurer will be able to refuse a claim where a consumer deliberately or recklessly makes a misrepresentation. But the remedies for the less serious, 'careless', misrepresentation are based on what the insurer would have done if the consumer had complied with the duty to take reasonable care.

SOC Insurance was working for the benefit of this Club's Members long before these new regulations came into force by asking detailed questions, requesting copies of driving licences to double check driving conviction dates, etc. We're always happy to fight your corner if you think an insurer is being difficult, though the new Act should bring about a reduction in claims disputes from here on in.

As always, stay safe out there – happy motoring!

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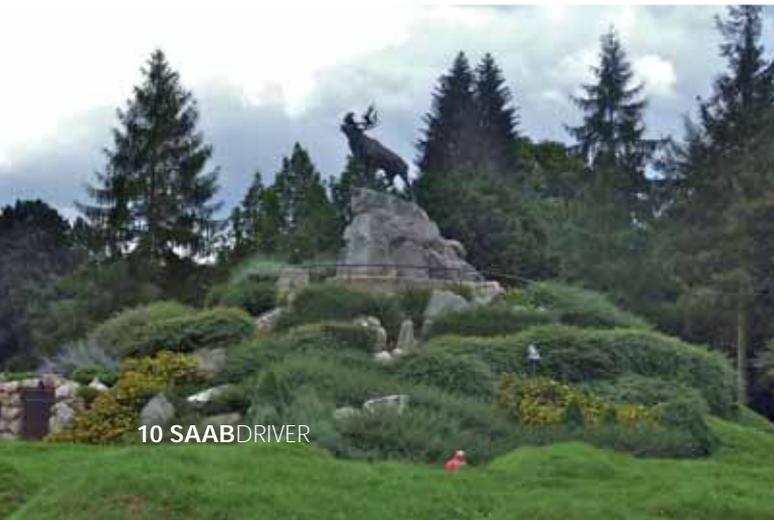
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# A VISIT TO SPA

## Venue for the IntSaab2012

### Part 3



Monday morning, 8.30am, breakfasted and checked out and on the road to France, or more precisely to Albert, which is east of Amiens. We will take a couple of days to view the Somme World War I memorials, before returning to UK via EuroTunnel on Wednesday.

We drive through Belgium, passing on the minor roads to Tintot, Cirey, Dinant, with a coffee stop at Beaumont, where the cafe overlooked the car park, which had been converted to a beach side setting, for the duration of the summer holidays, we understand.

Next stop, with me driving, was Mauberge for lunch in a roadside restaurant, which looked unpretentious, but gave excellent value. It did need a lick of paint and the bathroom facilities were from an earlier century! Its floral decorations in pink were not as macho as one might have expected!

With Martin at the wheel, we decided to do our supermarket shopping and then devote all of the following day to WWI history visits. So the Sat Nav directed us to an Auchan in Valeciennes. After raiding the wine shelves and with stormy weather all around us, we'd better get our heads down and press on.



**I UNDERSTAND FROM AN EYE WITNESS, THE EXPLOSION WENT MORE THAN 4,000 FEET ABOVE GROUND. (THIS IS WHAT YOU CAN ACHIEVE WITH 60,000LBS OF AMMONAL!)**



As we neared Albert, the rain stopped and the clouds cleared, giving us the opportunity to visit the Thiepval memorial, which we learnt was designed by Sir Edward Lutyens. This is a large memorial, giving praise to the fallen in WWI with 72,194 names from the UK and S.African forces. Back to the car just before the heavens opened as we moved into Albert town centre, adjacent to the Golden Madonna Church.(More of this landmark later.)

We reset the Sat Nav for our overnight accommodation and off we set. To our pleasant surprise, we had already prepaid, so we settled down to a couple of beers and later enjoyed a bottle of wine with our meal.

The Albert Trench Museum, which is next to the Golden Madonna Church, opens at 10.00am and as we had an early start, we managed to park for free right outside! We were the first in, along with a party of 20+ students (air cadets) from South Wales. This is a must see museum, with an extensive tunnel system right under the church and town centre.

From the Albert Trench Museum, we went next to the Lochnager Crater. Oh boy what a big hole in the ground! (Made on July 1st 1916, 300 feet wide x 70 feet deep) I understand from an eye witness, the explosion went more than 4,000 feet above ground. (This is what you can achieve with 60,000lbs of ammonal!)

For those of my readers familiar with Birdsong, by Sebastian Faulks, this gives a very clear message of what the sappers were striving to achieve.

As you can see the sun was out, but a little on the chilly side, but our next stop was towards Thiepval and slightly beyond to the Irish Memorial and a quick look into the Ulster Tower, which was based on a replica of their HQ in Ireland. However, we needed

some coffee with an opportunity to view an old film, showing the build up of the 1916 1st July big push. People, horses, armaments and a short piece on the firing of a mortar bomb, an example of which we'd seen during our Albert Trench Museum visit.

Our next visit pays tribute to the Newfoundlanders who lost their lives in the battle of the Somme, 1st July 1916. The memorial park at Beaumont Hamel was created in 1922 and is dominated by a bronze Caribou statue. Our guides both at the entrance and inside the museum were all Canadian students who spend four months helping visitors. They are a real credit to their country.

This site is huge, with many individual memorials around the battlefield. The Scots made a big sacrifice here: Hunters Cemetery, Y Ravine Cemetery, Munich Trench Cemetery.

We failed to find the Somme Road memorial, but did stumble across a small cemetery, tucked away in the middle of a field of maize, it was beautifully tranquil. As 12.00 noon approached we headed to Bapaume for a spot of lunch. However by the time we arrived, the place was deserted, but we did find a sandwich / baguette shop. So a picnic on the town square and then we were off to Vimy Ridge to view the trenches, tunnels and the truly magnificent Canadian WWI memorial. This was a must to see, as advised by our guide, Carl at Ypres.

We booked into the 4.00pm tunnel and trench tour and while we waited for the time to pass, we did a quick visit to the Vimy Ridge Canadian Memorial, which is large and with a dominant outlook 360 degrees over the countryside. You can understand the strategic importance both to the Germans and why it was so important for the British Expeditionary Forces to capture, at whatever cost!

We returned to the visitor centre to join our tour group, led by a charming young lady Canadian student. Again we were the only Brits, the majority were German students; slightly surreal some would say, but she coped well with her charges! A visit to the reconstructed trenches and then across (25 metres no less!) no-man's land to view the German trenches and then it was our turn to go down underground into the tunnels (British built, but used by the Canadians for their surprise attack on 9th April 1917). After about 30 minutes exploring the tunnels and various rooms below ground, we returned via Arras to Albert town centre to locate a restaurant. The Tourist Office recommended the Corner Pub, so a quick check (ie. a beer each) and then back to our hotel and a taxi ride later that evening for our last meal before returning to the UK.

In true French style, we enjoyed our entrecote and Cote de Boeuf steaks with pommes frites, liberally washed down with first an Alsatian Pinot Noir, followed by an excellent St Emilion with the cheese.

Up early on the 8th August, we were on the road to Calais by 7.50am. An uneventful motorway journey, no delays and the chance of an earlier train at 10.50am, would see us both home at a reasonable time.

We covered around 1,400 miles, with an overall fuel consumption of 23.5 mpg. No hiccups or issues to report and a much enjoyed trip. We both agreed a further visit to the WWI sites would need to be made in the near future.

**Nick Thursfield**

## Getting your Bearings

I should have responded earlier, as always you were spot on a few yards up the road and all the lights back to normal. I have a new or rather repeat problem, front wheel bearings again. In the last 15k I have replaced both front bearings, one of them twice due to either a fitting error or a faulty bearing. I appear to have the same failure on the n/s again, it has the droning sound of a failing bearing, if I let it roll along very slowly on a smooth road at 15-20 mph it really rumbles. Is there anything that can cause repeat failure, bearing (no pun intended) in mind the first bearing failure did not occur until 80+ K miles, could it be a fitting issue? All the bearings have been fitted by the same person. I am aware 2002 onwards models had larger bearings fitted, or could it be something else, the tyres GT UHPs, are fairly new, 2K, the noise appeared some time after the tyres were fitted, it passed its MOT very recently and they did not report anything. If you recall mine is an SE Airflow so it has 17inch wheels and part Aero suspension. I was thinking about gearbox diff bearings or the bearing on the r/h driveshaft, any ideas?

Robin O'Connor

*Can't say we have any problems with premature wheel bearing failure or that they could be incorrectly fitted, could be tyre noise but it usually affects the rear tyres on 9-5s, get your man to try running it on the ramp, and check transmission oil level. Transmission problems are now rare since the use of synthetic lubricants.*

As I have not received or answered many Car Clinic queries, below are some technical items which may be of interest.

## Holy Smoke

Saab 9-3 1.9 tdi fumes in car and smoke from underside. This is caused by a leak on the front flexi exhaust, noticeable when particle filter regeneration takes place, on diesels a leaking exhaust does not cause excess noise.

## Cadillac BLS, 2006-2009

This model was made in the Saab factory alongside the 9-3, it is the same as the 9-3 apart from exterior design and small changes to the interior.

Owners will be pleased to know that Saab dealers and specialists can program keys etc the same as the 9-3 with Tech 2 and Candi. There are about 400 on the road in the UK.

## Renault Vel Satis 3-0 diesel

Has the same engine fitted as the 9-5, cam belt replacement however is a time consuming job compared to the 9-5 as extra work has to be carried out, these are rare in the UK, around 185 currently registered .

## Running out of Steam

Saab 9-5 2.3t 2004, lack of power at low revs. Spent a lot of time trying to resolve this one, turned out in the end to be a faulty fuel pressure regulator. Thought at first it would be fuel pump, blocked Cat, engine ECU, changed all these and a new fuel filter to no avail, also suspected leaking intercooler but no faults were found.

## Annoying Whistle

Saab 9-3 2008 WAGGON with Sat Nav, whistle noise on audio system. This was another time consuming problem, swapped from donor car, dash mounted head unit, GPS receiver in rear, in the end it was the rear amplifier.

## The Lights are on...

Saab 9-3,9-5 1.9 check engine light on, EGR flow too low. Often cause is a leaking intercooler, very common, also affects 2.2 diesels in 9-3 and 9-5, sometimes another symptom is more smoke from exhaust than usual.

This symptom can also be caused by a split hose which is also common, in fact hoses should be inspected and replaced if in poor condition.

## Saab 9-3 03 Onwards, Stability Control Failure

Affects models with ESP, often caused by faulty steering angle sensor in the CIM module, mounted behind the steering wheel. This part is not available as a spare part, however it can be removed and replaced if you can find a supplier who can remove one from a faulty CIM module.

## All Saab Models with Remote Locking

It's a good idea to try the key in the door lock as these need to be lubricated and freed off, due to lack of use can become seized, in the event of a faulty remote or flat car battery this is the only way to enter the vehicle, check your key will open the door.

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## CLASSIC PARTS SALE ANNOUNCED



- Reducing prices of select parts for 70,000 older Saabs in the UK
- Savings of up to 50% on an initial range
- Genuine Saab parts carry a two year warranty
- National network of 80 Authorised Saab Service Centres
- Saab Service Club open to all Saab Owners

After a successful first year of trading, Saab Parts UK is announcing a new line to help owners and independent repairers of older Saabs. Looking through the Saab back catalogue, there are more than 70,000 Saabs on UK roads which are maturing into Saab 'classics'.



Included in the classic group is the original 900 series (already referred to by many as the 900 classic, made from 1979 to 1993), the 9000 hatch and CD saloon (from 1985-1997), the 900 series 2 (from 1994-1998), and the 9-3 (generation 1 from 1998-2003).



Corin Richards, Managing Director of Saab Parts UK, said: "Recognising the loyalty and enthusiasm many owners share for the brand, we at Saab Parts want to reward ownership of older cars. From 1st May a number of genuine Saab parts and accessories for classic models are being permanently re-priced, with typical reductions of 50%. And with Saab original parts engineered to rigorous standards, all come with the reassurance of a two year warranty."

Starting with an initial range covering external items like body panels, side mirrors, alloy wheels, interior items like radios and steering wheels, various engine, suspension, electrical and transmission items, the Saab Classic parts are being automatically re-priced on the Saab ordering system. Over the next few months more parts are expected to be added to the Classic range.



Owners and independent repairers of classic Saabs can find out more details by contacting their local Authorised Saab Service Centre. With an extensive national network of UK Authorised Service Centres to source genuine Saab parts and service from, finding your nearest is simply a case of using the Service Centre Locator facility on the Saab web-site (visit [www.saab.co.uk](http://www.saab.co.uk)).



Saab Service Club, which offers savings and discount exclusively to Saab owners, has continued to expand membership with over 21,000 owners now on board. As the club notifies members directly of the latest campaigns and helps to reduce the cost of Saab ownership, it pays to join up. Open to all Saab owners regardless of vehicle age, registering takes less than two minutes on-line at [www.saabserviceclub.co.uk](http://www.saabserviceclub.co.uk).

*Looks like there is some good stuff here so guess we had better be quick. You can see the list of parts available by going direct to the SaabPartsUK website ([www.saab.co.uk](http://www.saab.co.uk)).*

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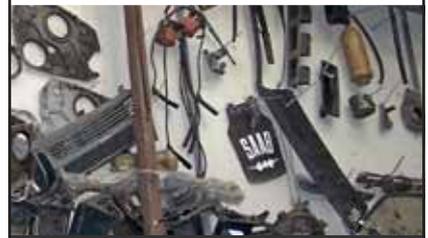


(2002) 9-3 HOT Aero top spec, fsh ..... **£2,750**  
Photographed with our 92B

- 08 9-3 Vector Sport 72k, fsh, silver ..... **£5750**
- 51 9-3 2.2 TID 5-dr, alloys, black ..... **£995**
- 52 9-5 2.3 Aero Auto silver, high spec .... **£1495**
- 1974 Saab 96 V4 blue, leather 9-5 seats .... **£1495**
- 1992 Saab 900 XS 3-dr blue, alloys, walnut **£995**
- 1997 900 5-dr red, leather, alloys,125k..... **£795**
- 1996 900 S Auto 5-dr, black ..... **£695**



(1973) 96 V4 – tax exempt ..... **£2,495**



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# NOTICEBOARD

## **XMAS SPARES MEET** 13th October 2013

**Grenoside Community Centre**

8 Main Street, Sheffield,  
South Yorkshire S35 8PN

**Doors open 10am-2pm**

Details from Richard Simpson  
(see Directors List page 5)

Sunday 10th November 2013

## **3<sup>rd</sup> EUROPEAN SAAB MEETING IN HUY BELGIUM**

(first official Saablog-in meeting)

**Bigger and better than ever!!!**

(The Sunday before 11th ...come with your poppies!)

# **THE SEVENTEENTH LAKELAND GATHERING 2013**

## **Camping Weekend 21st June-23rd June 2013**

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

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

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

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

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

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

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

### **Draft Programme**

#### **Friday**

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

#### **Saturday**

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

#### **Sunday**

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

### **Cockermouth Rugby Club**

**Grassmoor Sports Centre, Strawberry How,  
Lorton Road, Cockermouth CA13 9XQ, Cumbria.**

Ordnance Survey Grid Reference NY 132299



## Regional Group Meetings, information and Contacts

### BEDFORDSHIRE, HERTFORDSHIRE & BUCKINGHAMSHIRE SAAB

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

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

### CHESHIRE, NORTH SHROPSHIRE & STAFFORDSHIRE SAAB

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

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

### CUMBRIA SAAB

Contact: Robert Morley  
 T: 07787 901783

### EAST ANGLIA SAAB

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

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

### EAST MIDLANDS SAAB

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

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

### EAST SUSSEX SAAB

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

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

### EBOR SAAB

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

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

### LANCASHIRE SAAB

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

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

### NORTH WEST SAAB

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

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

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

### SOUTH WEST SAAB

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

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

### SOUTH YORKSHIRE SAAB

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

### WEST MIDS & WARWICKSHIRE SAAB

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

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

### NORTH OF SCOTLAND

Contact: Derek Darnell  
 E: derek@ddarnell.f9.co.uk

## Steve wants your dates!

Steve will be grateful if all Local Groups can submit their events for 2013 as soon as they are planned. Please e-mail any events to Steve Trigg at: stevetrigg@btinternet.com giving dates, times, locations and a contact name, number and e-mail plus, if required, a few words about the event. The deadline for 'WHAT'S ON' ONLY in the August/September 2013 issue is 5 July 2013.

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

## JUNE

### SATURDAY 1st Peaks and Dales

### Saturday 8th Beds, Bucks & Herts Club Treasure Hunt & Picnic!

**Saturday 16th  
Ebor Saab**  
 Harewood Show  
 Rod Eades, 0113-281-2849  
 r.eades@btinternet.com

### South Yorkshire Saab

Pat's Barby saabinn@virginmedia.com

**FRIDAY 21st-SUN 23rd  
The 17th Lakeland Gathering 2013**  
 Contact: Derek Best, 01900 814317,  
 07731 876558, derek@saabmail.co.uk  
 or Robert Morley;  
 morley\_robert@hotmail.com  
 See page 15 for details

### Sunday June 23rd Beds, Bucks & Herts

**Wednesday 26th  
East Midlands Saab**  
 Summer night out, more details later  
 Contact Peter Briggs  
 p.briggsts@ntlworld.com

### FRIDAY 28th-SUN 30th Saabs on the March

Contact: Alex Rankin 01935 431196  
 therankins565@btinternet.com  
 For more information go to page 35.

**Friday 28-Sunday 30th  
South West Saab**  
 Driving Tour, details to come  
 Robin Morley 07515 112120  
 robin@southwestsaab.co.uk

### Sunday 30th South West Saab

## JULY

**Friday 5th  
Ebor Saab**  
 Evening Run  
 Adam Mosley 01904-709989  
 adam.mosley2@btinternet.com

### Wednesday 24th Beds, Bucks & Herts

SAAB night @ the Ace Cafe, London

**Saturday 27th  
South West Saab**  
 Trip to Beaulieu  
 Robin Morley 07515 112120  
 robin@southwestsaab.co.uk

### Tuesday 30th July-2nd Aug Lake District & Scotland Pre-Tour

### Tuesday 30th July-2nd Aug East Anglia Pre-Tour

**Wednesday 31st  
East Midlands Saab**  
 Summer night out, more details later  
 Contact Peter Briggs  
 p.briggsts@ntlworld.com

**TBC  
Ebor Saab**  
 Ripon Old Cars  
 Rod Eades 0113 281 2849  
 r.eades@btinternet.com

## AUGUST

### FRIDAY 2nd-SUN 4th Int'l Saab Clubs Meeting 2013

See page 26.

**Saturday 3rd  
Beds, Bucks & Herts**  
 Meeting at International

**Sunday 4th  
South Yorkshire Saab**  
 Visit to the International  
 Contact: saabinn@virginmedia.com

### Monday 5th-11th Aug Cotswolds & Wales Post-Tour

**Wednesday 7th  
South West Saab**  
 Get together for a chat and a drink

**Sunday 18th  
South Yorkshire Saab**  
 Drinks round the Pond  
 Contact: saabinn@virginmedia.com

## SEPTEMBER

**Sunday 1st  
South West Saab**  
 Thornfalcon Classic Car Meet  
 Robin Morley, 07515 112120  
 robin@southwestsaab.co.uk

**Sunday 22nd  
South West Saab**  
 Diggerland, Robin Morley 07515112120  
 robin@southwestsaab.co.uk

**Wednesday 25th  
South Yorkshire Saab**  
 Visit to restored Lancaster (TBC)  
 Contact: saabinn@virginmedia.com

**South Yorkshire Saab**  
 Quiz saabinn@virginmedia.com

**TBC  
Ebor Saab**  
 Treasure Hunt  
 Tony Fisher 01377 288136  
 thixendale@btinternet.com

**OCTOBER  
Saturday 12th  
Beds, Bucks & Herts**  
 Imperial War Museum, Hendon - TBC

**Wednesday 25th  
South Yorkshire Saab**  
 Quiz, saabinn@virginmedia.com

**TBC  
Ebor Saab**  
 Buttertubs Pass Run  
 Eric Walker 01845 523245  
 erickath@supanet.com

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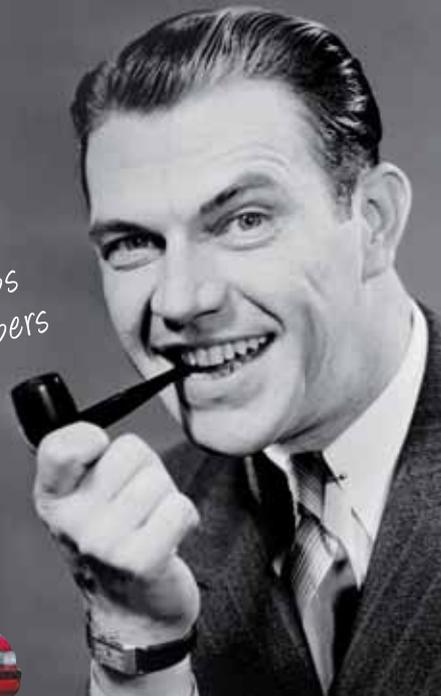


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Your contract is directly with the manufacturers who provide a full invoice along with a formal guarantee card.

Members prices include VAT and delivery within the UK mainland.

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A range of stainless steel clamps and rubber mountings are available, prices upon request.

Orders should be made directly to Guaranteed Exhaust Systems Ltd.

Tel: 01884 821237 Fax: 01884 820631 or email

[sales@gsexhausts.co.uk](mailto:sales@gsexhausts.co.uk) quoting your name, address, membership number and relevant vehicle details including registration number. All major credit cards are acceptable along with cheques and BACS payments.

Please visit the website at <http://www.gsexhausts.co.uk/>

Think stainless, with a lifetime guarantee and benefit from the special club prices as so many have already.

Order in good time, so as to avoid disappointment when your present exhaust fails.

This scheme is offered without any liability or recourse to the club or its officials.

### Some of the systems currently available are:

CAR	YEAR	MEMBER PRICE
V4 95		£357.10
90 2L SAL	84-86	£317.90
99L GL EMS GLS GLE SAL	76 on	£315.56
900 GL GLE EMS GLS CD	79-83	£315.68
900 900i	85-90	£361.77
900 Turbo	81-82	£419.51
900 Turbo	84 on	£406.48
900i 16V Cat	89-91	£280.40
900i 2L 16V HB	88-91	£361.77
900i 2L 16V CAT	91-93	£280.40
900i 2.3L CAT 16V	10/93 on	£413.94
900 Turbo CAT 8V	89 on	£265.82
900i 2L Turbo 16V CAT	10/93 on	£413.94
900i 2L Auto CAT	10/93 on	£413.94
900i 2L CAT Manual	10/93 on	£349.24
900i 2.3L CAT	93 on	£413.94
900i 2.5L CAT V6 24V	94 on	£364.44
9000 Turbo 16V HB 5dr NFP	85-88	£395.82
9000 9000i	86-88	£395.82
9000 2Li Turbo CAT CS	92 on	£317.94
9-3 2.01 CAT B2041	02/98 on	£430.58
9-3 2.01 CAT Turbo B204L	02/98 on	£423.92
9-3 2.01 CAT B2341	02/98-09/98	£430.58
9-3 2.2L TDI CAT HB	03/98 on	£526.59
9-5 2LI 2.3LI Turbo CAT Sal	06/97-09/01	£484.80
9-5 2LI CAT Est	06/97 on	£407.50
9-5 2.3LI Turbo CAT Sal	07/99 on	£484.80
9-5 2.3LI CAT Est	07/00 on	£496.78
9-5 2.3LI Turbo CAT Sal	06/97-09/01	£484.80
9-5 3LI Turbo CAT Sal	06/97-09/01	£441.23

Catalytic systems are supplied excluding front pipe and CAT. Front pipes and CAT can be obtained upon request.

# AROUND THE UK



Hello and welcome to yet another fantastic edition of 'Driver', I trust you all enjoyed the last 'Driver' Magazine, and as for the 50th Anniversary supplement, I hope you found it as interesting as I did. I was, in fact, enlightened on the history of the Saab Owners Club GB. Everyone is getting pretty excited now about the upcoming International Saab Clubs Meeting. It promises to be a great weekend, and the best bit is... not too many sleeps before you can enjoy a Saabtacular event, whether rain or shine you will surely have a great time.

## East Anglia Saab

I am going to ramble on about a topic that is still some five months away, and you are going to think I have really lost it this time. Read on...

In November of 2012 I emailed all the local Groups of the Saab Owners Club, asking for dates for the events diary, and in particular their plans for the Christmas period. Well as you may be aware, last year I did a lot of miles attending different Christmas celebrations, so this year I thought I would keep it

down to just two visits. Well I got a not too unusual reply from East Anglia Saab reps saying they will be having their's in the New Year. Great I thought, end of January would be fabulous when the tinsel has just come down. NO! The date we have in mind, says a Mr John Crook, is April 27th 2013. After much laughing with myself, as obviously he had his dates wrong, it dawned on me that about two years ago I went to their Christmas meal and that was also held in April. (Must buy these guys a calendar!)

Well as the date approached, a menu was sent out and yes, we were going to have a full Christmas dinner (with all the trimmings) and of course Christmas pudding?

Fast forward to April 27th and Mrs Elli and myself set off for Suffolk for yes, you guessed it... Christmas Dinner! I have to say the staff were very professional and I did not see a smirk from any of them, but I reckon they must have been thinking that we were in fact a bunch of nutters. (They are not too far off the truth!)

The event was well attended and everyone had a great time. It all came flooding to me as to why I love driving my Saab and



meeting people from the Saab world. It's because they are all so friendly and such great people.

Well after a fabulous meal we all ventured outside for an impromptu photo session. The weather was great, so off we went. The pictures can be seen on the East Anglia new website,

[www.eastangliasaab.org.uk](http://www.eastangliasaab.org.uk) which has been created by Lewis and his partner. I can't remember her name, but for fear of getting her name wrong as I do so often within this section, I will just say the lovely young lady.

Mentions in dispatches are John and Rachel, and mum and dad Rachel Hillier and David, David Everett, John and Bea, oh, and it was good to see a certain Mr Peter Turner and Janet, and of course everyone else who was there. I hope you all had as great a time as I did, incidentally the picture of the interior shown is from Saab 9000 owned by Lewis. It's stripped out (no back seats, etc) and he uses it everyday for work, and also for track days. He has done all the work himself – hats off to him I say. I just buy petrol and drive – I wouldn't know an LSD from a drive shaft! One complaint though to you, yes you Lewis, and anyone else who is guilty of this terrible sin, if a Saab driver waves or flashes at you, please return the greeting. I have this nasty habit of waving, not frantically, just a subtle wave, and seven out of 10 times these people are oblivious, and they are normally driving the newer 9-3 variants. Most drivers of other models are exempt as they know the unwritten rule. I will be watching out for anyone in future who does not do the Saab thing!!

## **SOUTH WEST SAAB AT THE BRISTOL CLASSIC SHOW**

We would like to thank everyone who took part in this great event, it seems to be building year on year. This year we had a magnificent show of Saab cars from a vast era of production in Saab automobile. It would not have been possible without the team who pulled off this event. Thank you, and in no particular order, thanks to David, for washing down his 96 Bullnose, parking it and winning (pictured), Clayton, with his lovely green 96, for his continued willingness over the weekend to be there to answer questions and offer advice – you are a star, Howard with his very orange Sonnet which probably attracted more attention than any other car on the stand, Mike, for bringing along his sons left hand drive blue 96 which ran the Sonnet a close second for colour, Alex, for taking time out from organising his wife's birthday party, and his lovely base model 900 which

people were amazed to find out is totally original, Martin, with his great two door T16S, who despite being unwell, travelled everyday from his home in Cardiff, Chris and his delightful 900 Convertible, Tony with his Dad's low mileage 9000.

Finally, thanks to Lance Cole who was on the stand signing copies of his definitive book on SAABs 'SAAB Cars. The Complete History', which is a must for any SAAB enthusiast.

## **The Golden Flag Tour of the UK**

As you know, this year the SOC GB will be the hosts of the International. It was decided that a flag depicting all the local Groups was to be routed around the UK by means of a meet by local Groups, the first having taken place back in May 4th. (No don't say it... May the Fourth be with you!) Sorry I couldn't resist... anyway, the flag was in the possession of the East Sussex Saab Group, and was being handed over to The South West Saab Group, Alex Rankin tells us more below.

## **The SOC Golden Flag Relay ...the first leg!**

"Robin Morley and myself (Alex) from South West Saab set off for Lakeside country park, Eastleigh Hampshire on a lovely bright Sunday Bank Holiday morning at the beginning of May.

"We were meeting Toby Field from the East Sussex Group, and hopefully some others for the photo shoot and handover of the flag. As we pulled into the car park we could see a C900 convertible already parked with the roof down, it was none other than David Lowe, one of our Group Members. As I pulled in alongside, a convoy of three 9000s came sweeping into the car park, what a great sight it was to see. The other people visiting the country park certainly knew there was something special going on, especially as we started to erect the flag. We certainly drew a lot of attention!

"After the introductions, photos, signing our names on the flag, and lots of chat and banter, we headed into the miniature steam railway cafe for lunch. The cafe was just off the platform, and we could see and hear the trains as we ate our meals. It was so nice to chat and spend time with fellow SOC Members we had never met before. I truly believe the flag relay, whilst not

# AROUND THE UK



only being fun, will bring a real sense of fellowship to the people of the SOC.”

Thanks Alex. The next handover was to the West Midlands and Warwickshire group, and again, a most enjoyable meet was had by members of both groups. (see pictures), the next leg of the journey of the flag will head Northwards to the Cheshire and South Staffordshire group. I will write about this in the next edition, by which time the flag will have been... around the UK!

## Swedish Day May 2013

Swedish Day 2013 was once again a very well supported event. Just shy of 200 vehicles came along to the sixth show which was held in the show field at Haynes Motor Museum. This year we had the delight of welcoming seven trucks as well as almost all of the models from both Volvo and Saab from the early sixties to the present day.

Many prizes were awarded and these included three

categories where the public helped to choose the winners. Each winner received a very nice glass trophy as well as a bottle of bubbly and a bar of chocolate.

The cars and Heavy Goods Vehicles came from all corners of Great Britain including Scotland and North Wales. We also had some foreign visitors who travelled from the South and North of Belgium and Central and Northern France. It's always a delight to see our European visitors enjoying the show. And it's with them in mind that we start the weekend off with a carvery the night before at the local public house, The Sparkford Inn.

Set up started early on the Sunday morning and we welcomed everybody with a passion for Sweden until the show closed at around 4pm. Even those without a Swedish vehicle are always welcome to come and look around the 200 cars and trucks on display and to look around the stores and auto jumble.

This year we had the threat of rain, the first time in six years, but luckily it did not arrive until after 1pm and did not deter people from coming along.



Next year's Swedish Day will take place on Sunday May 11.  
 Thanks Robin, you did a fabulous job, I will deffo' see you at next year's event.

**Did You Know...**

In late 1959 the 93F was introduced, following the 93B which featured front hinged doors, hence the designation of 'F' for front hinged doors.

The 93F marked the final year of production for the 93 and included the ability for SAAB to sell the remaining parts inventory prior to the new model launch.

This model was the second production vehicle for SAAB and came equipped with the following specifications:

- Exterior: two door body with front hinged doors, single windscreen, larger rear window, larger luggage space with opening lid, option for textile roof, four seats, 810kg/1,786lbs, painted in Toreador Red, Grey, White, Black with red trim, Blue and Blue-Grey including mudguards on rear wheels.
- Interior: four seats.
- Chassis: unitary, independent front and rear suspension,

- coil and wishbones, anti-roll bar, shock absorbers, hydraulic drum brakes, single circuit braking, rack and pinion steering and a 36.4litre tank with tires of 5.20 x 15 with 4 rim.
- Engine: transverse three-cylinder, 786cc 33hp with aluminium cylinder head and cast iron block, four bearing crankshaft, Solex 40AIC downdraught carburettor fan, thermostat and circulating cooling pump and larger capacity cooling system.
- Transmission: front wheel drive, three geared on the column manual gear change. You may laugh at the info above, but these were all pioneering innovations at the time!
- Performance: max speed 75mph/0-60mph 33.9secs, standing mile 24.9secs, average fuel consumption 32.4mpg (test)

Amazing stuff, eh? A total of 52,731 Saab 93s were made from 1955-1960. That's all for now. Keep the faith.. keep Saabing!

Elli

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SAAB 900
SAAB 9-5

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TEL: 01943 461679 OR EMAIL: kjsadvertising@btinternet.com

### BEDFORDSHIRE

BEDFORD  
NORSE SAAB  
8 Sergeants Way,  
Bedford, MK41 0EH  
T: 01234 261 313  
W: norsesaab.co.uk myltoncars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
10% on parts & labour

### BUCKINGHAMSHIRE

FARNHAM COMMON, SLOUGH  
HUGHES SAAB  
Beaconsfield Road, Farnham Common,  
Slough, SL2 3HX  
T: 01753 609 595  
W: hughes-group.net

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

### CAMBRIDGESHIRE

CAMBRIDGE SAAB  
T: 01223 873 499  
W: cambridgesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS  
Discount negotiable

### CAMBRIDGESHIRE

PETERBOROUGH  
MARSHALL SAAB  
Honda House, Tyrrell Park,  
Boongate, Peterborough, PE1 5PT  
T: 08442 437 519  
W: marshallsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

### DERBYSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

### ESSEX

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
Discount negotiable

### GLOUCESTERSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS  
10% on parts & labour

### GREATER LONDON

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

DISCOUNT TO SOC MEMBERS  
Discount negotiable

### GREATER LONDON

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
Saab Service Club discounts available

### HAMPSHIRE

CHICHESTER  
LEWIS SAAB  
Ronic House, Main Portsmouth Road (A259),  
Bosham, Chichester, PO18 8PN  
T: 01243 574 141  
W: lewissaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
Stock order items only 15%

### HERTFORDSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
10% on parts & labour

### HERTFORDSHIRE

WATFORD  
SPIRE SAAB WATFORD  
291-295 Lower High Street,  
Watford, WD17 2HZ  
T: 01923 200 500  
W: spiresaabwatford.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	minor repairs	yes	yes

DISCOUNT TO SOC MEMBERS  
15%

### KENT

CANTERBURY  
TEAM TRACTION SAAB  
Unit 3, Becket Business Park,  
Broad Oak Road, Canterbury, CT2 0PQ  
T: 01227 472 095  
W: teamtractionsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
Discount negotiable

### LANCASHIRE

BLACKBURN  
BAY HORSE AUTOS  
Unit 3, Centurion Business Park,  
Davyfield Road, Blackburn, BB1 2QY  
T: 01254 695 063  
W: bayhorseautos.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

DISCOUNT TO SOC MEMBERS  
Discount negotiable

### LINCOLNSHIRE

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

DISCOUNT TO SOC MEMBERS  
10% on parts & labour

**MERSEYSIDE**  
SOUTHPORT  
CHAPEL HOUSE SAAB  
609 Liverpool Road, Ainsdale,  
Southport, PR8 3NG.  
T: 01704 574 126  
W: chapelhousesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**OXFORDSHIRE**  
OXFORD  
OXFORD SAAB  
171 Cumnor Hill,  
Oxford, OX2 9PL.  
T: 01865 863 221  
W: oxfordsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**SCOTLAND**  
STRATHCLYDE, AYR  
PARK'S SAAB  
90 Doonfoot Road, Ayr,  
Strathclyde, KA7 4DP.  
T: 01292 445540  
W: parkssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**SOMERSET**  
YEovil  
ASTLEY SAAB  
12 Oxford Road, Pen Mill Trading Estate,  
Yeovil, BA21 5HR.  
T: 01935 426 701  
W: astleysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**WEST MIDLANDS**  
SUTTON COLDFIELD  
JOHNSONS CARS  
8 Kings Road, New Oscott,  
Sutton Coldfield, B73 5AF.  
T: 0121 355 6060  
W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**

**YORKSHIRE**  
YORK  
ALEXANDERS SAAB, YORK  
Great North Way, York Business Park,  
Nether Poppleton, York, YO26 6RB  
T: 01904 520 300  
W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour to Saab Service Club members

**NORFOLK**  
NORWICH  
THURLOW NUNN  
591 Hall Road, Norwich, NR4 6DG  
T: 01603 203040  
W: thurlownunnsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	Vauxhall only

**DISCOUNT TO SOC MEMBERS**  
10%

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**SHROPSHIRE**  
TELFORD  
GREENHOUSE TELFORD  
Trench Lock, Hadley,  
Telford, TF1 5SU  
T: 01952 265 400  
W: greenhous.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
£199 fixed price service

**SOMERSET**  
TAUNTON  
ROWCLIFFES SAAB  
78-88 East Reach,  
Taunton, TA1 3HF  
T: 01823 250 430  
W: rowcliffessaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**  
25%

**SURREY**  
LEATHERHEAD  
BELL & COLVILL (Horsley) LTD.  
Epsom Road, West Horsley,  
Leatherhead, KT24 6DG  
T: 01483 281 000  
W: bellandcolvill.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% off parts & accessories & up to 40% off labour

**TEESIDE**  
THORNABY-ON-TEES  
ALEXANDERS SAAB TEESIDE  
Teesdale,  
Thornaby-on-Tees, TS17 6BB  
T: 01642 679 781  
W: alexanderssaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour to Saab Service Club members

**WILTSHIRE**  
CHIPPENHAM  
PLATINUM SAAB  
London Road, Pewsham,  
Chippenham, SN15 3RR.  
T: 01249 655 871  
W: platinumsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	no

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**YORKSHIRE**  
HULL  
HUMBERSIDE SAAB  
Priory Way,  
Hull, HU4 7DY.  
T: 01482 351129  
W: humbersidesaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**NORTHAMPTONSHIRE**  
NORTHAMPTON  
WESTAWAY MOTORS  
Broughton Green Road,  
Moulton Park, NN2 7AH  
T: 01604 494 121  
W: westawaysaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Discount negotiable, 40% off MOT, Servicing from £99 + VAT

**STAFFORDSHIRE**  
STOKE-ON-TRENT  
HOLDCROFT SAAB  
Leek Road, Hanley,  
Stoke-on-Trent, ST1 6AT.  
T: 01782 274 504  
W: holdcroftsaaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

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

**SUSSEX**  
CHICHESTER  
LEWIS SAAB  
Ronic House, Main Portsmouth Road (A259),  
Bosham, Chichester, PO18 8PN  
T: 01243 574 141  
W: lewisaaab.com

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
Stock order items only 15%

**WEST MIDLANDS**  
COVENTRY  
JOHNSONS CARS  
443 Fletchamstead Highway,  
Coventry, CV4 9BY.  
T: 024 7671 7800  
W: johnsonscars.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	no

**DISCOUNT TO SOC MEMBERS**

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

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	no	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour

**YORKSHIRE**  
LEEDS  
ROBERT BOWETT SAAB  
Low Road, Hunslet,  
Leeds, LS10 1RB.  
T: 0113 277 6099  
W: robertbowettsaab.co.uk

SERVICING	PARTS	BODYSHOP	MOT	SALES
yes	yes	yes	yes	yes

**DISCOUNT TO SOC MEMBERS**  
10% on parts & labour



# SAABS GO ROMAN

## SAABUS EUNT ROMANUS

### Celebrating 50 Years of the Saab Owners Club

May saw the first event celebrating 50 years of the Saab Owners Club of Great Britain. Almost everybody met up on the Friday evening at The Coquetvale Hotel, Rothbury (reasons to follow, keep reading!) in a lounge kindly provided for our exclusive use.

Everybody got to know each other and started to look through the information and order of service. Coupled with describing the attendees as 'Celebrants', it set off with that ceremonial feeling. The meal then continued that theme with a very Harry Potter-esque dining room and everyone sat around a huge table.

Sadly, I missed the rest of the evening as I had to go and collect my navigator from the train station at Morpeth (quiet Roman roads, a sunset, and a 900 turbo, such a hardship). I arrived back and managed a quick drink with the last few stragglers before heading for bed, preparation for the morning drive.

The morning brought some typically seasonal, Northern weather. However, it also brought a nice breakfast and we were

all ready to go just before 9am. Now, the fact it takes just over an hour to get to Kielder, and we had to be there by 10am, meant we had to set an exuberant pace. We arrived at Kielder to find a red 96 at the front of a queue of classic marques. A quick chat uncovered that he wasn't an SOC Member and had just come along after seeing a local advert for the forest drive. Mental Note: Have a longer chat with that man later about the benefits of joining the SOC.

At the halfway point of the drive, we stopped for a short talk about Kielder Forest and the Forestry Commission. The Kielder Forest Drive celebrates 40 years this year. It is an unmettled toll road, running through the forest that is accessible for a mere £3. We learnt about the formation of the Forestry Commission and forestry techniques used at Kielder, followed by tea and



scones. It was also a chance to speak to the 96 owner about joining. As an active internet user, he intends to join online ([www.saabclubmembership.co.uk](http://www.saabclubmembership.co.uk) shameless plug).

As we approached the end of the forest road, the policeman that had been travelling with the convoy did not put on his blue lights, definitely did not stop traffic, and absolutely did not let the entire convoy out onto the main road.

Joining the main road threw up a slight panic as we weren't sure if everyone was carrying on to The Holly Bush for lunch or going home. We pulled in to a layby to discuss our plan while an unusually long queue of traffic (who knows what could have caused that) went past us. We arrived at the pub to find none of the other cars there and assumed they had all gone home. However, as we settled in to the bar, they all appeared. In the bar we also found two more Members waiting to join us from Perth.

Saturday afternoon was free time for everyone (on the strict instructions to not buy any alcohol or illegal fireworks). Some people went off to visit a local stately home (whose name escapes me), others to visit the local town. I, on the other hand, had to find where Sunday's drive was due to start. Richard Simpson had a prepared an excellent tulip book with full route instructions and I just needed to calculate the trip distance from the hotel to the first control point.

On the way back to the hotel, we had to make a quick stop as there was a car flagging us down. As we got closer, we discovered it was because a lamb had managed to escape the field. I jumped out of the car and cornered the lamb, before it got chance to head off down the road, and then lifted it back into the field of frantically bleating sheep. Sadly, the photo appears to show me 'helping' the sheep in an entirely different way.

We all met up for a chat and a drink before dinner, and the two extra members received their information packs. Although the table had been set for 20 people (well, several small tables made into one enormous table), four members had sadly been unable to join us due to illness. The staff removed the corners and we were ready to go. Everyone seemed to enjoy the meal (the silence factor) and it wasn't long before a road atlas appeared and people tried to work out the next day's route.

Sunday saw the arrival of several things; another two Members, Richard Simpson and his navigator, and the sun. Yes, the actual sun. After a slightly more leisurely breakfast, we had a quick talk from Richard about the route and copies of the map. The route was not a prescriptive, time-challenge so some people opted to

only take in part of the route on their way home, others chose to do it in reverse and meet us in 'Seahorses'. We all checked out and headed for the first control, just outside Rothbury.

After several 'discussions' about who was going to lead the convoy, we headed off into the sunrise and the glorious Roman roads of Northumberland. Not far into the journey we passed the 'Goats On The Roof' Café, somewhere we hope to visit in the future and somewhere, I hope, that Erik 'On The Roof' Carlsson would approve of.

As we arrived at the first village, it was time for a change of leader. That meant that someone else got the opportunity to act as navigator, and that the first leader got a chance for a rest. It turned out that the next stop would be Jedburgh, which is actually in Scotland. That fact came as somewhat of a surprise, and some people actually suggested we should turn around and retreat back to the other side of Hadrian's Wall!

At Jedburgh the rain was really starting to set in so we had a look around the Abbey and then warmed ourselves up in the café. Some people had broken away to visit the Jim Clark Rooms at Duns (well worth a visit) but the rest of us were starting to run behind so we decided to cut that section off our route and head straight to Berwick Upon Tweed and pick up the coast road. A quick stop for fuel first and then we were back on the rambling Roman roads.

Once we were on the coast road, it wasn't long before we saw signs for Lindisfarne. It was too good an opportunity to miss, for those that hadn't been there before, so half of us went across the causeway, the rest headed onwards to 'Seahorses'.

The route along the coast then took us past the rather imposing Bamburgh Castle, before arriving into 'Seahorses'. I should probably point out, at this point, that the town is actually called Seahouses. However, I had unconsciously been calling it Seahorses all weekend so it seems a shame to stop now. As well as a rather stiff breeze, we found half of our party already ensconced in Neptunes fish bar, and the rest of the party soon followed.

I'd like to say a huge thank you to everyone that attended for making it such a great weekend. I'd particularly like to thank Richard Simpson for his outstandingly professional route notes. Thanks must also be given to the following organisations:

**The SOC – [www.saabclub.co.uk](http://www.saabclub.co.uk)**

**The Coquetvale Hotel – [www.coquetvale.co.uk](http://www.coquetvale.co.uk)**

**The Forestry Commission – [www.forestry.gov.uk](http://www.forestry.gov.uk)**

**Rich Bone**



Hi everyone – the countdown to our big event of the year is well underway – we really hope to see as many of you as possible at the International Clubs meeting in August. This is our final chance to keep you informed about plans for the International meeting in August, so please find below all the news and updates relating to this big event.

#### REGISTRATION – EVENT AND DAY VISITORS

We have had a huge success so far with almost 450 people booked for the main event at the time of going to press, many of whom are from overseas. As we have a few places left for the weekend we have extended registration until **Friday June 21**. Please complete your registration as soon as possible if you wish to secure your place for the weekend.

In addition we have taken note of the demand for day visitors and so we can now offer access for day visitors on both Saturday and Sunday, with a reduced rate for Sunday visitors from that previously published. Bookings for these can ONLY be taken online, details are published on the club website [www.saabclub.co.uk](http://www.saabclub.co.uk) and on [www.intsaab2013.com](http://www.intsaab2013.com) – please follow the links on these sites to the page where you can register and pay for your day-pass. There is also limited availability for the Friday and Saturday night meals, again please book online or find a friend/family member to do it on your behalf.

Please note that we cannot accommodate day visitors who arrive without bookings on the Sunday. We can accommodate 'spur of the moment' visitors on the Saturday, but you will pay less if you register in advance so I would urge you to do so.

#### REVISED DAY VISITOR PRICES

**Saturday** Pre-booked: Members £10;  
Non members £12.50. All children free.  
On the day prices: Members £12.50;  
Non members £15. All children free.  
Saturday pre-registration will remain open until Friday July 26.

**Sunday** Pre-booked only reduced price: members £15;  
Non-members £20. All children free.  
Sunday pre-registration will remain open until Friday July 12 unless we sell all available tickets.

In this issue of 'Driver', you will again find the booking form for the main event and details of the catering plans. We hope that most of you will continue to register online at [www.intsaab2013.com](http://www.intsaab2013.com) but for those who are unable to do so,

please send your completed booking form to Mark Edgar as stated – a photocopy of the form is fine if you don't want to pull your magazine apart!

#### PRE-AND POST-EVENT TOURS

Bookings for the tours are now closed. The Lakeland tour is full, but if you are really keen to join either the East Anglia pre-tour or the Cotswolds post-event tour, please contact the organisers and they will accommodate a last minute addition if they are able to do so. We cannot promise availability though.

#### WHAT TO EXPECT OVER THE WEEKEND

We chose this venue because it offers a huge variety of family entertainment, as well as good quality camping facilities and excellent catering. We are working hard to ensure that the 2013 'International' is a family event that appeals to everyone, not just the Saab enthusiasts, so you will see we have organised a few 'extras' that we hope will appeal to all your family. The programme for the event is as follows:

#### Pre-Event Tours

**Tuesday July 30-Friday August 2**

- Lake District and Southern Scotland.
- East Anglia.

#### Friday August 2

- Arrival & Registration.
- Exclusive private hire of three rides in Wicksteed Park!!
- Welcome Buffet Supper and event opening for those who have pre-booked.

#### Saturday August 3

- Registration.
- Local tour and visit.  
Scenic tour of the area (optional – can be done at any time throughout the weekend, or after!)  
Coach trip to Althorp, family seat of the Spencer family and burial place of Diana, Princess of Wales.

- Technical talks and demonstrations.
- Spares/swap meet and trade stalls.
- Traditional 'Village Fete', with a Saab twist.
- Car displays including '50 notable cars' and the UK unveiling of Neo brothers '96ss' project car by one of our special VIP guests.
- Celebration Banquet and entertainment with live music from 'Backbeat' for those who have pre-booked.

#### Sunday August 4

- Beauty Contest/concourse.
- 'Shed of the Show!'
- Spares/swap meet & trade stalls continue.
- Awards and closing ceremony with traditional cream tea.

#### Post-Event Tour

##### Monday August 5-Sunday August 11

- Cotswolds and Wales.

A number of VIPs are planning to join us, including Erik Carlsson, our Club President and Simo Lampinen, former works driver and winner of the 1968 RAC rally. We also have some special surprises lined up for you...

We have worked hard to minimise the price for all options and the organising Clubs are providing a substantial subsidy for our Members. You will also see that we have made the decision for non-members to join us rather easy, as if there are more than two in a party for the weekend it pays them to join up! However, there is no escaping that the event will cost you more than a traditional National. We recognise this, but we think that once you consider what is included, you will see the value. It

certainly presents at least as good value as the recent Internationals held on the continent.

Everybody who comes will receive a welcome pack and souvenir information booklet. In addition, those who book for the weekend will receive a specially printed reusable souvenir 'goodie bag' containing:

- A bottle of specially brewed souvenir beer for each adult in the party.
- A special event souvenir T-shirt for all members of your party.
- A souvenir 'Monte style' car rally plaque.
- A souvenir glove box pack containing handy emergency items to keep in your car.
- Other special surprise gifts and souvenirs.

#### ACCOMMODATION

Accommodation is down to you. On the website you will find details of many hotels in the area, including those offering discounted rates. Those who wish to stay on-site can enjoy discounted camping on the Wicksteed Park rally field. Booking is direct with Wicksteed Park, just quote SaabInternational2013 to receive 10% discount on weekend camping rates. You can extend your stay before or after the weekend at the time of booking; you just have to pay the normal rate for the extra days (which is lower than the weekend rate anyway).

We still need more volunteers to help out over the weekend, and also with some of the organisation leading up to the weekend. If you would like to help, please just let me know. This is our Club's 50th anniversary year and we have worked really hard to put on a show that will be truly memorable. We very much hope to see you there!

Alistair Philpott

## SPONSORS

I am delighted to announce that Saab Automobile Parts AB has chosen to support our event by becoming our Platinum Sponsor. Saab Parts is the only part of the former Saab Automobile AB that is still trading and their UK operation, Saab Parts UK, supplies genuine parts, warranty products, car brokerage and logistics to the former dealers, now known as Authorised Repairers and also supplies the network of independent Saab specialists.

Saab Parts have very generously agreed to sponsor the event and in doing so have allowed us to provide an even better programme with even more goodies than we could have done without them.

We are grateful to Corin Richards, Charles Toosey and the rest of the team for their support.

[saab.com](http://saab.com)    [saabparts.com](http://saabparts.com)

#### SAAB AUTOMOBILE PARTS AB

Saab Automobile Parts AB is a global parts and logistics company. We provide original replacement parts, accessories and associated services for Saab vehicles to the global network of Saab Authorised Repairers in more than 60 countries.

Our roots in the car industry go back to 1937 and we have



been responsible for Saab Automobile spare parts since the 1960s.

Our corporate head office is located in Nyköping, Sweden. This is also the home of our logistics and distribution centre, one of the largest and most sophisticated in Scandinavia with class leading capacity and flexibility. In addition we have a commercial office located in Trollhättan, Sweden.

Saab Automobile Parts AB's operation includes the entire process chain including purchasing, planning, storage, marketing, sales and distribution of Saab Genuine car parts to customers worldwide.

We are a complete logistics partner and also provide logistics services for a number of companies.

With more than 50 years of Saab heritage we have unrivalled experience and technical expertise. We will continue to care for Saab cars around the globe.

Continued on page 31...

# 2013 INTERNATIONAL

## BOOKING & PAYMENT INFORMATION

If at all possible we would appreciate if you could register for the event via the website [www.intsaab2013.com](http://www.intsaab2013.com)

This allows us to process your registration and invoice you online, and provide the best audit trail for your booking. However we do realise that not everyone in the Club is able to do this so you can also send in a paper registration to Mark Edgar at the address below.

Once you have registered online, you should receive an automatic confirmation of your booking. If you do not receive this within two days of registration, please contact us and we will investigate. It may be that you have entered the wrong email address, or there may be some technical cause for the delay. If you register by post, allow at least 10 days for an acknowledgement.

### Please complete one form per car

These prices include access to Wicksteed Park on Friday and Saturday, event rally plate, welcome pack/goody bag, Friday evening reception and welcome supper, Saturday evening banquet, entertainment and celebrations and Sunday's traditional cream tea.

**Please note:** Access to the Park is included in your booking fees for Friday and Saturday only. Access on Sunday will cost £6 per car, payable on entry for all attendees except campers. This is due to Wicksteed Park event pricing policy and is beyond our control.

-  **Yellow section** Complete the contact details required, one booking required for each car.
-  **Pink section** State the number of guests in each age group in the appropriate box.
-  **Green section** State the name of each passenger in the car.
-  **Orange section** Tick the appropriate box to indicate menu choice, see menu details on the programme section of our website and on page 30.

## MAIN EVENT PRICING & PACKAGE

- Welcome pack including event information, special gifts, details of all activities and the tour
- One welcome pack will be provided for each car, special gifts will be for each person
- Access to the Park on Friday and Saturday
- Access to the Event on Friday, Saturday and Sunday
- Friday night welcome supper
- Saturday night exclusive use of two theme park rides before dinner on Saturday
- Saturday night Celebration Banquet and entertainment
- Sunday afternoon cream tea

**Please note:** Seating is limited to a maximum of 600 on Saturday and 700 on Sunday.

	Club members	Number in Party	Non-members	Number in Party
Adult	£75.00	<input type="text"/>	£100.00	<input type="text"/>
12-16	£50.00	<input type="text"/>	£75.00	<input type="text"/>
7-11	£35.00	<input type="text"/>	£50.00	<input type="text"/>
0-6	Free	<input type="text"/>	Free	<input type="text"/>
Althorp Trip – Adult	£20.00	<input type="text"/>	£20.00	<input type="text"/>
Althorp Trip – Child	£15.00	<input type="text"/>	£15.00	<input type="text"/>

**Please Note:** If the party leader is a member of a recognised Saab Club (as listed) then the whole party will be considered to be members

Please register for the event online at [www.intsaab2013.com](http://www.intsaab2013.com) If you are unable to do so, send your completed booking to: Mark Edgar, 15 Golden Riddy, Leighton Buzzard, Bedfordshire LU7 2RH

# MEETING OF SAAB CLUBS

Friday to Sunday 2-4 August 2013

You will receive a further acknowledgement of your registration along with an invoice for the payment due. You will need to pay by June 21.

We will be able to accept PayPal and credit card or debit card payments. We hope this will avoid the need to incur international bank transfer fees which can increase your costs significantly. If for some reason you are unable to pay

by one of these methods, please contact us and we will seek to provide an alternative method and where possible minimise your costs.

If you need to change your booking details, again please contact us and we will try to accommodate your change.

## CONTACT AND CAR DETAILS

Name of Party Leader	Email
Address	Saab Club
Postal / ZIP code	Saab Club Membership no.
Country	Car registration number
Mobile/cell number <small>(Include country code)</small>	Year of car
Please add any special details of car	

## GROUP DETAILS AND MENU SELECTION FOR SATURDAY NIGHT CELEBRATION BANQUET

Guests	Party leader	Passenger 1	Passenger 2	Passenger 3	Passenger 4
First Name					
Surname					
Adult Vegetarian					
Adult Venison					
Adult Poussin					
12-16 Vegetarian					
12-16 Venison					
12-16 Poussin					
7-11 Vegetarian					
7-11 Venison					
7-11 Poussin					
3-6 Child's meal					
Please list any special dietary needs in the adjacent box:	<p><i>Children 12-16 will receive an adult meal portion. Children 7-11 will receive a half meal portion. Children 3-6 will receive a third portion on Friday and child's meal on Saturday. No meals will be provided for infants 0-2. Full menu details are printed overleaf.</i></p>				

## MENU INFORMATION

### FRIDAY AUGUST 2 WELCOME SUPPER (buffet)

**Traditional British Fayre**  
Scottish beef casserole  
Lancashire hotpot with Welsh lamb  
Chicken in a west country cider,  
tarragon & cream sauce  
Cod goujons & chips

Or  
Asparagus quiche  
(Vegetarian option)

**Side dishes**  
Bowls of tossed salad  
New potatoes  
Bread rolls

**Desserts**  
Eton mess  
Fresh fruit salad

*Children 3-12 will receive smaller portions of these dishes.*

### SATURDAY AUGUST 3 CELEBRATION BANQUET

**Starter**  
Fan of honeydew melon

**Main Courses**  
*Choose between:*  
Venison wellington  
Apricot and chestnut stuffed poussin  
Mediterranean vegetable wellington  
(Vegetarian option)

**Dessert**  
Individual chocolate junkyard

**Cheese**  
Three-cheese cheeseboard  
All English cheeses, one blue, two regional,  
served with biscuits, fruit & celery

*Children 7-11 will receive smaller portions of these dishes.*

**Children's menu (3-6 years old)**  
Wicky's chicken teddies  
served with chips and baked beans  
Vanilla ice cream

### SUNDAY AUGUST 4 TRADITIONAL ENGLISH CREAM TEA

Scones  
Clotted cream  
Strawberry jam  
Tea or coffee

**Under 12s**  
Biscuits/cookies, juice, etc.

*Please ensure you state any special dietary needs (e.g. gluten-free, low sodium, etc) in the box on the menu choices section of the booking form. We will do our best to accommodate any special requirements.*

**Note** No meals will be provided for infants 0-2 years old.

# 2013 MEETING OF INTERNATIONAL SAAB CLUBS TOURS BOOKING FORM

## IMPORTANT

You may book for one pre-event tour and/or the post-event tour. Do not book for both pre-tours unless you can be in two places at once!

## Instructions for completion

Please state the number of people in your party to confirm your intention to join the tour, and then fill in the total price.

## Notes:

- Please fill in one form for every car and return with your main booking.
- You will receive an email confirming the cost of your package for the pre-tour and payment instructions.
- Once you have paid you will then receive a confirmation by email.

TOUR	Price per Person	Number in Party
<b>Lake District &amp; Southern Scotland pre-tour</b> <i>Tues 30th July-Fri 2nd Aug</i> Includes road book, a commemorative car plate, the first night's Barbecue and tea or coffee at various times over the four days.	<b>£25</b>	
<b>East Anglia pre-tour</b> <i>Tues 30th July-Fri 2nd Aug</i> Includes road book, a commemorative car plate, Tuesday welcome buffet meal and Thursday barbecue.	<b>£25</b>	
<b>Costwolds and Wales post-tour</b> <i>Mon 5th Aug-Sun 11th Aug</i> Includes road book, a commemorative car plate, plus additional items to be confirmed.	<b>£25</b>	
<b>Althorp Trip</b> <i>Sat 3rd August</i> Coach leaves Wicksteed Park at 1.00pm, arriving Althorp at 1.30pm then returns at 4.30pm arriving back at 5.00pm. Full details will be provided in your Welcome Pack – this trip is limited to the first 50 bookings.	<b>£20 adults/ £15 children</b>	

TOUR BOOKINGS  
NOW CLOSED

Please note that no accommodation is included in the East Anglia tour or the Costwolds and Wales tour. Details of the itinerary are included in the tour description on page 26. You are responsible for booking your own accommodation. Once you have submitted your registration for the tours, you will be contacted by the tour organiser to confirm details.

Chalet accommodation is available for the Lake District and Southern Scotland tour and will be limited to the number of beds available. Camping accommodation is unlimited, subject to a maximum of 60

total participants on the tour including those in the chalets. Once you have submitted your registration for this tour, you will be contacted by the tour organisers to confirm your accommodation requirements.

**Please Note:** The tour itineraries are correct at time of publishing but as they involve activities and organisations outside our control they are subject to change. We will do our best to inform you of any change in advance, but we cannot guarantee to do so.



I am also pleased to confirm the support of our good friends at Neo Brothers. Neo Bros have secured the premier Trade Stand at the event and will be bringing a large display of cars. In addition, we are delighted to announce that the UK unveiling of the '96ss' Project will take place at Intsaab2013.

Many thanks to Christos, Nick and Andy for agreeing to support what will undoubtedly be the biggest ever gathering of Saabs and Saab enthusiasts in the UK.

### NEO BROTHERS

The founding brothers set up their first garage in 1990 and the business was incorporated as Neo Brothers Ltd in 1995. Neo Brothers remain to this day the leading and largest independent Saab Specialists in Europe. We have a worldwide network of customers and in order to cater for all budgets, we have in stock genuine new Saab original parts, used Saab parts as well as performance parts.

We are a family run business which has built its reputation on being able to offer its customers a full range of quality parts for Saabs at very competitive prices.

In order to efficiently satisfy the high level of demand from our customers requiring recycled parts, in 2005, we went 'Green' and became a government licensed ELV centre. We currently recycle in excess of 1000 Saab cars every year through our links with all the major insurance companies, local authorities, police and finance repossession organisations. After depolluting and dismantling the vehicles, the parts are tested, cleaned, logged and shelved in our 50,000 sq. ft. warehouse. This allows our customers to save an average 60% against the cost of the equivalent new parts from a main dealer.

We have in house in excess of £1m of stock that is ready for immediate delivery, ensuring a constant supply of Saab parts spanning across the post 1979 range of Saabs. Our aim is to make a positive and substantial contribution towards preserving Saab cars.

[www.neobrothers.co.uk](http://www.neobrothers.co.uk)



We are delighted that MSA Autobodies, a young but very enthusiastic Saab specialist, has chosen to support Intsaab2013. A very Big Thanks to Mark Ashton of MSA Autobodies for his significant support.

### MSA AUTOBODIES

From scratch removal through to full re-spray, panel beating and custom panel fabrication. MSA Autobodies gets your vehicle looking its best again. At our workshop in North Yorkshire, we have a custom-built spray booth ready to give your pride and joy a new lease of life. We make your car shine again!

MSA Autobodies is owned by Mark Ashton – a lifelong Saab enthusiast, with many years' experience in car spraying and body work. His services include:

- Custom Body Fabrication
- Car Spraying
- Alloy Wheel Refurbishment
- Vinyl Cutting

[www.msaautobodies.co.uk](http://www.msaautobodies.co.uk)



Our good friend Glenn Ellis of Carnetix in Melton Mowbray has also agreed to support the event, the Beauty Contest in particular.

### CARNETIX

Carnetix was set up by two car enthusiasts that just also happen to be great technicians. After years working for independents, main dealers, and some of the country's leading specialists, Glenn Ellis and Becky Robinson decided that the only way to give the service, quality and choice to customers that they felt were lacking in the industry was to provide it themselves.

[Carnetix.co.uk](http://Carnetix.co.uk)

Further sponsors, traders and advertisers are welcomed. Please contact Alistair Philpott to discuss your proposals and requirements.

# THE TALE OF TWO SONETTS



Back in the dim and distant past, when the pyramids were still awaiting planning permission from the planning office in Cairo's council, two Sonetts ventured across the Atlantic and leaving the sunny shores of the USA arrived in the UK in 1994.

Advertised, I believe, through the SAAB Owners Club 'Driver' magazine, these two cars had to be sold as a pair. They were ripe for restoration and 'came with a pallet load of spares'. What that should have read is 'came with a pallet load of bits that had been taken off both cars (and some others) and muddled up'. Far from being nearly road worthy, they were suffering from accident damage, bad doses of tin-worm (rust) and a 'bodged' start to a restoration and bits mixed between the two marks that nobody knew which bits did what or were from which car.

I had always loved the lines of the Sonett V4, being reminiscent of a TVR Vixen with the long bonnet and stubby back end with large wrap around rear window. My father on the other hand (another long term Saab enthusiast with a history of 95s, 96s, 99s, 900s and 9000s) opted for the Mk III. The deal was done, as were the arrangements to get the cars delivered to the family house in Dorset.



I was in the middle of flying training with the RAF and hence was regularly moving around the country from base to base, so the car was going to take a while to get fully restored as I could only get down to work on it during periods of leave. The initial major jobs progressed quickly, taking things apart and cataloguing the extent of the task at hand. The tin worm had been very active in the sills (rockers as the Americans call them) and also the foot-wells. I toyed with the idea of taking the fibreglass body completely off but with the weakness of the structural sills I decided to leave the body on and just attack the rust in patches. A chat with a local sheet metal works to make some sills resulted in a cost that was on par with buying some pre-made ones from Jack Ashcraft's Drakken Parts Saab specialist in USA. Many hours of browsing the Drakken Parts catalogue resulted in sills being ordered along with a plethora

of other bits and bobs. Shipping costs were going to be an issue and limiting factor; just as well dad was due to fly the company jet across to the US relatively soon so that was sorted! Other holes were patched in the floor pan and front foot-wells then attention turned to the boot area. It had been badly damaged in a crash and the previous owner had cut out the bent metal and replaced it with a swathe of rough fibreglass – not exactly structural or authentic. The angle grinder soon removed the bodged repair, but what to do to fix it? I found a 96 in a scrap yard outside Shaftsbury that had a good boot floor, so had it cut out. Trimmed to size it was then welded in to place and fits the bill. The interior metal was stripped right back and bare metal re-spray conducted.

With most of the structural work done, attention turned to the electrics. Lots of research into wiring diagrams revealed that



this car was non-standard – from birth. The bible – Alla Saabs Sportbilar the Sonett and all other Saab Sports Cars’ book backed this up, as chassis number 264 was one of the earliest V4s that actually started life as a Two-Stroke on the hand build production line. The first eight cars were known as the ‘changeover models’ that were hybrid; they had wooden dashboards, low-back seats, doors without door handle bulges and a bespoke wiring loom! No wiring diagram directly matched, so out came a pencil, pad, a test bulb and an AVO. A continuity check was conducted on each wire with varying success. Some dodgy earths caused issues, as did wires changing colour as they went into and out of a connector block - red in and blue out!

One of the first jobs was to remove the engine, strip and check it for wear. Pleasingly it looked like it had been recently rebuilt with many new parts. It was reassembled and soaked in WD40 wrapped in polythene and stored in the shed until needed. A year or two passed and it was time refit the engine. Surprisingly when it was unwrapped it had a lot of surface rust. Before it was installed, I turned it over by hand just to check... it wouldn’t budge! A bit of oil in the cylinders and liberal amounts of WD40 would surely do the trick, but alas no. It had seized! After a bit of digging, it appears that although WD40 initially disperses water, it then breaks down and becomes hydrosopic, attracting water and rusting the engine from the inside out. As Blackadder once said ‘diary simply says... bugger!’ Engine stripped, cleaned, oiled this time, and rebuilt. More precious time wasted.

Then the bodywork needed stripping. The re-sprayed non-standard blue paintwork was flaky in a few places so a little probing with a Stanley knife blade allowed the paint to scab off. Oh good, I thought, this is going to take forever; and it nearly did. An alternator fire at some point had damaged the fibreglass on the bonnet, which had caused it to go brittle. It required cutting out and replacing, a bold step but very satisfying when the new glass was rubbed down and looked like it had been there for 40 years. After some research, it appeared impossible to get the exact original colour paint mixed, as ‘it didn’t exist’! Du Pont’s HQ in Belgium was very helpful and they opened the vaults and mixed couple of tins of ‘Silversand Metallic’ from their original paint specifications for me. A re-spray from bare glass revived the little gold Sonett.

More contact with Jack Ashcraft resulted in buying a new interior, comprising a complete carpet set, roof lining, door panels, boot panels.

On removing the original windscreen that was scratched... crack! Oh well that one is scrap but I kept it just in case. It appeared that Sonett II windscreens in the UK were as common as hen’s teeth. A bit more research discovered that Pilkington could make a new one for me no problems, but it was going to cost as there was going to be a set-up and tooling fee. Oh and they would do a minimum run of 10 of which I would have to

buy all 10 outright – not an option on my budget. I eventually found one in the states, paid to have it shipped to the hotel I was going to be staying on business at in St Joseph, Missouri – the middle of nowhere. In particular – the middle of nowhere in the middle of America, – and I would fly it home to save the shipping – handy when your job is to fly a big, half-empty, truck around the world. When we arrived there was no big box waiting for me as expected and promised.

So a few frantic phone calls and I discovered there had been a delay in the shipping and that FedEx had shipped it to the wrong ‘middle of no where in particular’ but were rectifying it. It would be delivered in two days and we were due to leave in three days, so no problems. Two days came and went with no delivery. After a few more frantic phone calls, I was promised it was on its way but you can guess what happened; we had to leave a few hours before it arrived! I had arranged with a very friendly receptionist in the hotel that if this happened to get it shipped to Naval Air Station El Centro, California where we would be for a week on exercise and I would just have to accept the extra shipping costs.

True to her word she did reshipe it to El Centro (another little town in the middle of nowhere in particular – this time in the Californian desert adjacent to the Mexican border) and the credit card details that I had left for the purpose worked and she didn’t buy a new car or cruise with them. Finally the big wooden crate, that weighed a ton so no wonder it was expensive to ship, arrived. I eagerly undid the plethora of screws holding down the lid and prised it open; inside was a beautifully wrapped windscreen in four pieces!!! A very expensive and futile exercise, but you live, cry, stamp your foot and hopefully learn.

Over the years and the invention of eBay, a stockpile of trick bits and Saab S&R parts has been amassed. The main bits include gas flowed heads (open deck with short-throw plugs), Weber twin-choke manifold, lightened flywheel, 1700 crank, hi-lift cam, lowered engine mounts, electronic ignition, Kenlowe fan, Weber 32 DGV and the holy grail Weber 40 DFI. I decided that the 40 DFI was just a tad big at the moment with the 1500 tweaked engine. I have plans to rebuild an old closed deck engine we have sitting at the back of the shed and I will run it with 93mm pistons and a 1700cc crank to make a slightly more powerful unit with all the trick bits on it – a winter project.

So after what had turned out to be a rather long and complicated restoration – in excess of 12 years the car was finally ready for the road. In some sort of mitigation over that 12 years I have moved house nine times, moving around the country conducting flying training with the RAF and then deployments to Iraq and Afghanistan. Also I had not had a garage for eight of those moves, so the car had sat in Dorset whilst I was busy in York, Nottingham, Swindon etc. The day came when the MOT was booked. The car was insured on the chassis number for the short three mile trip. Would it start? Would it stop? Would it



change gear? Would it drive straight? Would anything fall off as I had forgotten to tighten it up? And finally would it pass? The car had not moved under its own steam for nearly 20 years, this was going to be a momentous occasion. The night prior I could not settle, I kept nipping out to the garage just to check X, Y and Z. I did remember I had only finger tightened the front shocks and I had to check the gearbox oil level twice just to be sure I had remembered to fill it 10 years previously.

On the morning it was torrential rain! Was it an omen? Should I cancel? No, sod it, I had come this far, it was going to get done come hell or high water.... And the water levels were rising! Good point, had I checked the coolant level? Yes, three times! It was pushed out of the garage and it started within a couple of turns. Not yet being set up fully it didn't like running on the choke so lots of blipping to keep it going, clutch in, reverse selected, clutch up and 'Sven' pulled smoothly off the drive and out into the road – then stalled and refused to start! Finally I got out and pushed it back on the drive and when I was just about to throw a spanner at it, I remembered that I had switched off the electric fuel pump last night when I had been fiddling! A flick of a switch under the dash and Sven fired up OK, as you would expect when there is fuel in the carb.

Back onto the road and Sven pulled away without an issue - remarkable. By this time with all my panting a puffing from the pushing and the heavy rain, the windscreen was now steaming up – if only I could remember which way to put all the levers to get demist, as unlike the 96 there is nothing written on the wooden dash to help. When I selected the windscreen wipers on they did one very effective swish and the driver's one then parked at the edge of the windscreen! A quick tighten up of the retaining bolt resulted in a stripped thread – what else can go wrong within 50 yards of the house. I nipped back and got a spare wiper mount and fitted it with more rain down the back of the neck. I am now drenched, which of course made the car mist up even more, but I finally got down to the MOT centre as it opened.

After driving inside the garage to a bit of shelter the mechanics came out to have a gander. They saw an old SAAB had been booked in but they were not expecting this, so it generated quiet a bit of interest and questions even before the MOT.

Well if I am honest I was not expecting it to pass first time, but this would give me some focus of what needed to be done. That said, I was not expecting to fail before the MOT! 'Computer says no!' When the tester entered the chassis number 264 it came up with a 50cc scooter and when he entered 000264, which are the only 2 stamps on the car, it came up as 'not permitted'. No computer register, no MOT! Don't ask but finally we got the computer to play ball and the MOT was conducted. At the end, he handed me a printout, which I quickly scanned for the areas of fail, but after a while I noticed it said, 'Pass'!!! Wow, after 20 years off the road and a full restoration (sporadically over 12 years), it passed first time.

I was so chuffed that venturing back out in the flood was not as daunting as it was on the way down. My smile was not too long lived as I think the stamping hard on the non-bedded-in brakes for the brake test had set the master piston up to blow a seal half way home. Luckily the hand brake still worked, so I crawled it home and started on the brake strip-down!

Having spoken to a very nice lady at the DVLA, I decide that I would take all the forms and paperwork to the DVLA office in Oxford in person rather than just send it in the post. A quick trip up the A420 followed by a short wait in the DVLA office found me sitting very excitedly at the counter clutching all the paperwork for the car ready to hand over in exchange of a nice new shiny age related registration number. Application form handed in, all going well so far, then original US certificate of ownership – first snag! "It's not in your name." she said, "I know." I said, swiftly followed by an explanation that it was imported by a third party from whom I had bought it accompanied with a bill of sale. This seemed to appease her until the next step. "Do you have a Customs Form 386?" she enquired. "No." I replied, as I had all the custom and immigration numbers required, but alas it appears that the rules had changed some time ago that you now needed the actual form to register the car as it had been imported. This was a stopper! I had to retreat home with my tail between my legs and ring Customs and Excise who wanted all the details. It would appear as because the vehicle was imported such a long time before, and because HM C&E had changed computer systems there was no way of confirming through their records that duty and import fees had been paid at the time, even though I had a bunch of reference numbers. The only way they could issue a new Form 386 was if I paid all the duty and fees again!

Finally I got through to a very helpful and partially hopeful lady who suggested that I write a case and include everything I had to prove fees had been paid and they would process the case. Since my father's Sonett III had been registered several years earlier where proof of import had been accepted I put together a case and sent it off. A couple of anxious weeks passed whilst I contemplated the prospect of having wasted 12 years and lots of pocket money on a white elephant that could never be driven, then the C&E Form 386 arrived through the post. This, and the remaining forms were despatched to the DVLA that afternoon. A few days later the approved was granted a nice new E plate was issued – ABW 237E – and Sven was finally on the road for real!

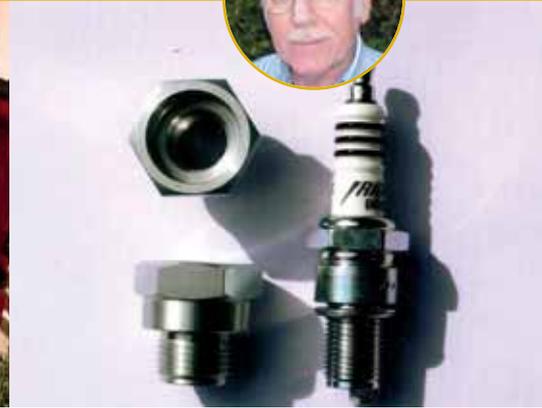
A project/dream finally materialised. The next step was to get it to the SOC National at Wicksteed Park in July 12. This would be a family affair as my father's Sonett III had been passed on to my brother, whilst my father would be bringing his rally 96V4 - quite a trip from conception to reality some 12 years later! To top things off Sven even won 'Best in Class'!!!

I wonder what my next project could be??? Hedley Myers

# TWO-STROKE REGISTER

All correspondence to:  
PETER TURNER

236 Straight Road, Lexden, Colchester, Essex CO3 9DU  
Tel: +44 (0)1206 563976 E-mail: pete92b@hotmail.com



Preparing for the Club's 50th Anniversary celebrations I decided to delve back into my archive of early 'Driver' magazines to obtain snippets of news and information from that time. November 1965 Volume 1 No. 8 to be precise.

As a 19 year old young man, with a four year old 1962 96 Sedan, the rallying successes of SAAB and Erik Carlsson made a great impression on how I drove – occasionally on three wheels! However this cut and thrust style of driving on what were then fairly quiet roads took its toll and after a particularly brisk drive around the lanes of Essex a con rod parted company with a piston and bored a rather large hole into the engine block.

A new engine from SAAB GB set me back £120.00 but that included a new carburettor, water pump/dynamo, distributor and both manifolds. I collected the engine from SAAB HQ at Wellcroft Road, Slough and was made very welcome with coffee and biscuits.

A few weeks later I received a report from them stating the reason for the engine failure was using a two-stroke oil with too much detergent in it which failed to lubricate the small end bearings. From then on I only used the genuine SAAB two-stroke oil with better lubrication and far less smoke.

The oil was advertised in the magazine as were NGK spark plugs at 12/6d (62.5p!) per set of three including p&p. Which leads on to a follow up letter I received from Robert Hubbard with regards to spark plugs discussed in the previous 'Driver':

*"Graham Macdonald, of Macdonald Classic Cars in Bromyard, says that NGK Iridium sparkplugs are a good general purpose replacement being designed for two-stroke scrambler bikes. Having a 14mm thread they require reducers from the old 18mm size. He has some in stock – NGK BR8 E1X."*

I also received a letter from Chris Baty with a familiar story to tell:

*"I am a very recent member of the SOC and I have had a peripheral interest in Saabs for many years.*

*"The first experience was early '60s on the RAC Rally as spectator following the rallies for days. However, my first close up experience was with a local businessman and subsequently a friend who had a 96 two-stroke. I was able to go with him to what was then our local dealer at Corbridge to try a 96 Sport that he subsequently bought. What an experience for a young man of 24.*

*"Moving on a couple of years when I was working for a company that had overseas interests, a representative from Norway came by Saab to visit for a short period. He went back home for Easter and left the Saab with me to use if I wanted. My wife and I having recently been married went to the South of Scotland for the day and although it was left hand drive had a whale of a time. This has left a lasting impression!*

*"However, it is not until later in life that I have been released from family commitments and financial restrictions to think of something that is entirely self indulgent. I would, therefore, like to ask whether you can let me know if ever a short nose comes up for sale, the top being a Sport. There was one for sale in Practical Classics some years ago but I wasn't in a position to buy it.*

*"PS. In the meantime I have just bought a 9-3 Turbo so that I can get into the spirit of Saabing."*

Many thanks for sharing your story with us Chris – quite a few young men had that impression lingering in their minds and for some it has been a whole driving career of SAABs! If anyone is considering selling a short nose 96 or 96 Sport let me know and I will put you in touch with Chris.

The following is another article I have retrieved from the November 1965 Driver.

*"Below is part of an article on car engines from a recent Sunday Times Colour Supplement. If you feel as strongly about the two-stroke engines as you should do, the address to write to is: The Sunday Times, 200 Grays Inn Road, London WC1.*

*"Both agree that the two-stroke engine, though basically far simpler mechanically, is on its final way out. Uhlenhaut cites the high fuel consumption, the objectionable smell, smoke and noise of the exhaust. Refinement has done away with simplicity and added to the cost, he says, you may just as well have a four-stroke engine now. Even Germany's Auto-Union, a stubborn advocate in the past, has started to switch to petrol engines with their new 'Audi'. And Saab, in Sweden, are buying their next engine from Standard-Triumph. Few, I think will be sorry to see the two-stroke go.*

*'Graham Sharpe has written to them about SAAB policy re Triumph and the engine deal and it appears we have a fair chance of keeping 'old Faithful 850', for quite a while yet, so just drop the Times a line and tell them what a great power unit it is.'*

Well two and bit years later the engine was not available as an alternative to the V4 – farewell faithful two-stroke. Yet here we are in 2013 still talking about and tinkering with that smoky, noisy and wonderful two-stroke engine.

With the International and our 50th Anniversary Weekend event at Wicksteed Park looming up in August there is just enough time to get those two-strokes fired up and ready to go for the biggest Club event for many years. We need your cars there – 92s, 93s 95s and 96s – the reason why the Club was formed in 1963.

Safe two-stroke SAABing to Wicksteed Park!

Peter.



Hello again. As mentioned in the V4 rebuild diary last issue, this is a little 'how-to' on a basic brake master cylinder reseal.

The first thing is to identify the type of system fitted to the car. This is a Lockheed cylinder as fitted to said Saab 96 V4. Variations of this master cylinder were fitted to lots of vehicles throughout the 70s and all variations share seals. Fortunately for us the one that Saab used is the most basic, a slightly different one was fitted to the MGB, so most rebuild kits will contain the seals you need.

I am using a kit listed for a '75 MGB which cost around £8. (Fig 1)

The next job is to remove the cylinder from the servo and disconnect the brake pipes. Two 13mm nuts hold the cylinder to the servo and I would recommend a proper flare nut spanner for the 11mm pipes. It makes a useful addition to the tool box.

Once removed, drain off any fluid (remember brake fluid is flammable and will eat paint), then remove the screws holding the reservoir and the two rubber seals.

Next we need to remove the circlip which holds the whole cylinder together. This is best done by using a screwdriver to slightly depress the plunger to relieve tension on the circlip, then carefully allowing

the spring to push the plunger out of the cylinder body. It's best to do this on a clean surface or over a cloth, put the parts to one side keeping the order in which they go in. This is the first of two plungers as the cylinder is a dual circuit system. (Fig 2)

The second plunger is removed in the same way, depressing it with a screwdriver again, but instead of a circlip there is this pin found under the seal in the rear reservoir intake. (Fig 3) Once depressed you should be able to pull this pin out with a pair of pliers. Again lay out the components on the clean cloth in order. (Fig 4)

Now we can check the condition of the cylinder bore. You are looking for any pitting, scoring or heavy wear marks. Light scoring or pitting can be carefully removed with some fine wet & dry paper and light oil. If in doubt, it's best to get a second opinion or a replacement master cylinder.

Once you're happy with the condition of the parts you then need to identify the seals in the kit. It's best to do this before removing the old ones as they will split when removed. As the kit is generic you will probably have unneeded seals and seals that look similar to each other. It's worth taking a bit of time to identify the correct ones. (Fig 5)

Time to put it back together! Work

methodically and start with the front plunger. As a well-known book says, assembly is the reversal of removal, when the seals are back on make sure that they are on the right way round, (Fig 6) then using either rubber grease or brake fluid as a lubricant, ease the plunger back into the cylinder and hold it in with the screwdriver whilst you replace the retaining pin. (Fig 7)

Do the same for the rear plunger and replace the circlip, depending on the quality of the kit you chose, it might have a new one in the box. If not I would suggest you get one.

Replace the reservoir seals and refit the reservoir again using a lubricant. They will probably be very tight, so a bit of time and care is needed to make sure that they are seated. (Fig 8)

Re-fit the master to the servo and take this opportunity to change the brake fluid. This should be done every two years as brake fluid is hygroscopic (absorbs water) which causes it to be compressible and at best give you a spongy feel from the pedal. Bleed the system and enjoy a firm pedal.

*Mark Ashton*

**WORK METHODICALLY AND START WITH THE FRONT PLUNGER. AS A WELL-KNOWN BOOK SAYS, ASSEMBLY IS THE REVERSAL OF REMOVAL, WHEN THE SEALS ARE BACK ON MAKE SURE THAT THEY ARE ON THE RIGHT WAY ROUND...**





## Ye Olde Cheshire Cheese

If you didn't get to the gathering and dinner in Fleet Street on May 17th, fifty years to the day since the Club was founded at the same location, then you missed a very enjoyable and convivial evening. The pub seems little changed since it was rebuilt in 1667 after the great fire of London, and certainly must have been much the same when the Club was founded there in 1963. A substantial traditional dinner, washed down with some excellent ale (for once I was happy not to be driving!), was followed by reminiscences of the early days of the Club and of Saab ownership in the days when you'd not only wave if you passed another Saab, but probably stop and have a chat as well. Many thanks to Alistair for organising this historic event.

## New Registration

With so few cars left, new registrations are few and far between these days, so I was pleased to welcome new Member Leslie Williamson to the register, who wrote with details of his 1972 Verona green 99 which he has owned from new! It was bought from Crown Motors, a Saab dealer at Bushey Heath, with extra rear seat belts and carpet retaining studs fitted. The only addition is a radio cassette player in the tunnel console. In 97,000 miles, apart from routine maintenance, it has had a stainless exhaust system, fitted after the original system failed twice in three years due to an apparent design fault. The velour seat fabric wasn't particularly UV resistant, so loose seat covers were needed, and the driver's door lock needed replacement. It has also had new rear shock absorbers. One other fault was the clock, which stopped working and hasn't been sorted. The car has been more or less off the road since 1982. He writes:

*"I first saw a 99 at a campsite in Scandinavia, whilst on holiday in the summer of 1968 or '69, and distinctly remember that the young owners were evidently extremely safety conscious, as they both wore crash hats and the passenger seat had been reversed to face backwards, neither of which I had witnessed before, nor since. More to the point, I was immediately smitten by the looks of the car. To*

*this day I remain enamoured with its distinctive shape, which explains why I did not dispose of my example and why, ideally, I would like to restore it to serviceable condition."*

I wonder if the car seen in 1968 or 1969 could have been a pre-production model on test? A small batch were made available for testing before full production started.

If anyone can offer any advice on parts supply, particularly of rubber components and wheel arch trims, please let me know so I can pass the information on. As I haven't restored a 99 for some time I'm rather out of touch with which sources may be left.

## Faulty Thermostat and petrol gauge sender

I recently had to change the thermostat on my 90. If the thermostat is working correctly, starting from cold you should see the temperature rise to just over normal, then drop back as the thermostat opens and rise slowly to settle at normal. I'd noticed the temperature on the 90 had been very slow to get to normal, in cold weather hardly getting there at all – a sign that the thermostat had stuck open. I managed to get one from a local Motor Factors, one part which is still widely available.

Another fault which had been apparent for some time was with the petrol gauge. This would sometimes stick part way down and then suddenly drop to near empty which I put up with, but when it started sticking on full something had to be done. Fortunately the sender is easily accessible through a hole in the boot floor. It consists of a tube containing a float, with three wires attached, one for the gauge needle, one for the warning light, and an earth lead. Bypassing the sender to earth showed the gauge and light to be working so I connected up a second hand sender (the 'spare' 90 coming in useful again!) and by tipping it up and down established that it worked evenly. The sender can be removed from the tank through the hole in the boot floor, and replaced.

Stuart



One of the problems with running an older Turbo charged car is that the underbonnet electrics can take quite a beating with all the radiated heat from the turbo and exhaust manifold, in particular the starting motor and associated wiring. There have been a few cases over the last 12 months that I know of including a certain member of our own fleet, and now Alan Courtney has joined the list as detailed by Alan himself below:

*"This year our national 'drive it' day coincided with a trip to Portsmouth, so as the weather was unusually fine, the green 99 Turbo was pressed into service, excuse the nautical reference. It was a fine day and the car was running beautifully, despite its recent lack of use. A visit to the historic naval dockyard followed by an 'al fresco' lunch, what a pleasant day! There is often a catch, as it proved when returning to the car, a turn of the ignition key produced no more than a 'click'. How embarrassing! We found a kind soul to help push-start the car, and I did not stop the engine until it was back in its garage.*

*"In truth the story had its beginnings early last year, when the car did not respond to a turn of the key. I suspected the battery, which had been on the car when I bought it ten years previously (the battery was not new then!). I bought a new battery and it fired up instantly, so I thought no more about it. A week before our trip to Portsmouth I gave the car a bit of a spin to help blow away the winter's cobwebs. Before returning to its garage I stopped outside our house to give the car a quick wash. Afterwards the ignition key produced no more than a 'click'. I thought it was perhaps a combination of the winter inactivity and/or a low battery charge, so I gave it a quick charge which seemed to do the trick.*

*"So I was not totally unprepared for the starting problem, but my diagnosis of the fault was starting to change. I started to suspect the starter motor itself and the solenoid in particular. Returning to the garage the next day the car would not start and I resolved to remove the starter motor. I have the proper workshop manual that gave the brief instructions:*

1. Remove the battery and battery shelf.
2. Remove the turbo suction pipe.
3. Remove the oil return pipe between the turbo charger and the engine block.
4. Remove the pre-heater hose and the clutch cover.
5. Remove the starter motor front mounting bolts.
6. Disconnect the starter motor wires.
7. Remove the starter motor rear mounting and radiation shield.
8. Extract the starter motor until it clears the recess and then lift it out of the engine compartment.

*Installation is in the reverse order.*

*"That seemed fairly straightforward, so I printed it out on a separate sheet of paper, and armed with some tools I got started. What I did not appreciate was the level of extreme difficulty hidden by those simple phrases, particularly section 3.*

*"The first challenge was to see the starter motor, hidden behind the exhaust manifold, so I needed a mirror. It may be a sign of age, but my poor brain struggled to coordinate hand movements with what I saw in the mirror. The engine compartment of a 99 is not at all congested, with plenty of working room, unless it happens to be a 99 Turbo.*

*"Sections 1 and 2 were relatively straightforward, but after that point my morale started to sink. I managed to remove the flange bolts of the oil return pipe, with some difficulty due to restricted access, but at the other end of the pipe was a massive nut with little working room (see picture). Undeterred I continued to section 4. Fortunately my Allen sockets came in useful when removing the clutch cover. Then to section 5. Once again an Allen socket was needed, but getting a spanner on the nuts was challenging, as was retrieving them; thank goodness for my magnetic wand. A quick photo before proceeding to section 6, and then to section 7. I tried, but was unable to see how to remove the radiation shield.*

*"At this point the motor was free from its mountings but would not clear the oil return pipe disconnected only at the turbo. Time to call it a day and seek advice.*

*"That evening I called 99 Turbo enthusiast and expert, Chris Foxley who had just the tool that I needed to loosen that large nut securing the oil return pipe, and within a few days I was able to remove the starter motor.*

*"I took it to a local specialist, London and Essex Auto Electrics based in North Weald. Within the week I collected what looked a brand new starter motor. Steve, the friendly proprietor, confirmed that the solenoid had been a bit gummed up, so I was hopeful that my problems were nearing a happy solution.*

*"I was unable to attend the Swedish Day, as I was finishing off the installation, as younger people would say, 'OMG'. I nearly gave up several times, but what was the alternative? Eventually all was back in place and a turn of the key brought a great sense of relief, as the engine turned and immediately burst into life. A short run revealed no oil leaking from the oil return pipe, but I shall be keeping a close eye on that area in the near future.*

*"A reminder that although incredibly reliable cars, our ageing 99s do need looking after, and that sometimes the pleasure of ownership can be slightly offset by irritation, frustration and pain! Also the way that our initial diagnosis may be subject to change, but that's life..."*

*Chris*



# C900 REGISTER

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



## ANYONE FOR TENNIS?

Hello once again and welcome to the early summer c900 page. My headline says 'Anyone for tennis?' Well, I have to say not me, but I would have been rushing down to Saab Wimbledon in 1985 to have a look at their 'very special edition' 900, called the Sprint.

So what was a 900 Sprint, I hear you all ask?

Well, the Sprint was based on the 8-valve turbo and developed by the people at Saab Wimbledon to offer something unique to its customers. The new car certainly had more performance than the turbo 8 produced by the factory; power was increased from the standard 145 to 165bhp, achieved mainly by the addition of the intercooler from the new 16v engine, allowing an increase in boost pressure to 14 psi.

In fact the 0-60 time was identical to that of the new turbo16, only losing out to the 16v engine at the top end, where the 8-valve head could not match the flow characteristics of the newer design. It took the sprint an extra 1.8 seconds to reach 100mph. However performance through the gears was better, particularly mid range.

Where the 16v car took 9.7 seconds to go from 50-70mph in fifth gear, and 9.8 seconds from 70-90, the Sprint only took 7 seconds and

9.1 seconds respectively. Top speed was also up compared to the factory 8-valve car at 126mph, compared to 124 for the turbo16.

Visually, the Sprint was a real head turner, with its specially developed body kit, suspension up-rated and lowered by an inch, and a unique two-tone paint scheme which was optional with Sprint decals on the doors, and finished with body coloured door mirrors.

With the addition of a twin exhaust system, engine management alterations, and Compomotive split rim 16 inch alloy wheels fitted with 195/50VR 16 Pirelli P7 tyres, this car really meant business!

To complement the exterior, the interior was also given special attention; three extra gauges were fitted along with a Momo sports steering wheel.

All this could have been yours for £18,412.59, an extra £2000 over the standard turbo car. Maybe one of you did in fact own one of these superb cars, if you did, please let me know.

Well that's all for this edition, as I have to put on some of my old 80's clothes, don the aviator sunglasses, jump in my time machine and get down to Saab Wimbledon and bag myself a Sprint!

Alex

## New Registrations

Name	Area	Membership No.	Registration	Model/Details
Richard Cracknell	Huddersfield	019878D-4	H664 VBV	900 SE 5 Door, BLUE, Date of registration: 10/08/1990, 164,000 miles, Acquired car 24/7/2012
David Barr	Cambridge	021297D-11	J113 MAV	900 'S' 1pt, Green, Date of registration: 30/08/1991, 168,000 miles, Acquired car 30/06/1995
Denny James	Huddersfield	021296D-11	H651 HRF	900 3 Door, Red, Date of registration: 01/06/1990, 224,948 miles, Acquired car 06/10/2012

# 9-3 REGISTER

## 9-3 COOLANT PIPES...

### An article by Rod Leach

On March 18 I was booked in for a service at SAABtec. During their replacement of the second coolant thermostat in twelve months I was made aware that a coolant pipe to/from the oil cooler at the front of the block had a 'bleb' or a blister. Later it appeared that oil from overfill or spillage had contaminated both the in and out pipes and both needed replacement.

Over the next four weeks, with only short journeys involved, the ordered replacement pipe for the driver's side of the oil cooler was discovered to be unavailable. Mike Doughty kindly offered the facility of his pit if I could obtain the parts elsewhere.

Richard E suggested a GM dealership. The Bristol Street GM agency in Chesterfield said they would fax a schematic of the 2002 Vectra 2 litre coolant units (see picture diagram).

As these pipes are all but invisible from above the engine, and the blistered section cannot be seen without removing the plastic sump guard, I had little idea of the shape of the faulty pipe, hidden among the tangle of pipes and looms wires.

Various obstacles to ordering the part came and went, like them faxing the oil feed pipes first, etc. Eventually I was able to have not one, but two identical pipes delivered to my local parts shop (one for spare).

When offered up, the replacement pipe was clearly totally different to the 9-3 layout, the small diameter pipe heading in the

wrong direction. We thought it might fit the passenger side of the oil cooler though.

Mike and I decided that the only option was tape up the 'blebbed' section of pipe ready for the long run I had the next day on a photo shoot.

Bristol Street were again contacted and they insisted that these Vectra pipes are not 'handed', they are the same both sides. Well I can tell them that they are handed on my 9-3GM SAAB.

Then I tried Parts Gateway on the 'intra-web' or whatever we should call .net, and VOLVO/SAAB breakers responded that they had the correct part. Mobile phone conversations followed and I ascertained that, yes, they had seen my emailed diagram of the required coolant pipe, and yes, they had that part from an 2002 9-3 SAAB. It would be sent that day, April 29.

It arrived on May 1 and yes, if you've looked at the pictures already, it was identical to the two from Bristol Street Motors and, Richard Elliot confirmed, the one he had.

Richard even tried a long shot by ordering a 9-5 coolant pipe and that too is the same as the now three pipes I have in stock! If anyone needs a passenger side replacement pipe, I've got two going cheap, and Richard also has two! But be warned...read on.

So, the six week saga of trying to obtain the correct replacement coolant pipe - with a bit of ingenuity from Mike and I ended, with a cut and shut job using the undamaged part of the original pipe, a 13mm joiner and

a U bend from a spare heater pipe off my 96 (see cut and shut picture).

It has been fiendishly difficult to explain to parts suppliers exactly what this pipe looks like, even with the diagram, and where it belonged - before it was removed for the repair!

It is obvious that there is a problem with the supply of replacement parts for 9-3 coolant pipes to the oil cooler.

When taken off, the original, damaged pipe, revealed the Part Number: GM 244 35262 (see comparison picture), which may or may not be of help to other 9-3 owners.

This original pipe, on the driver's side, (left side seen from front of block,) bears no resemblance to the parts being provided as a replacement, in either length or shape or position of the T split, and direction of the smaller 12mm pipe (to the ERD unit?).

Regarding the passenger side coolant to oil-cooler pipe, (right side from front of block), the parts we obtained first, for the 9-3 block and then for a 9-5 (intended for the driver's left side), DO fit the right side!

These both bear the Part Number: GM 244 61875, but are a very tight fit, particularly in length, requiring a lot of stretching and cajoling, if another cut and shut to extend the pipe is to be avoided.

Have I got an odd ball oil-cooler/block or is this 'V' style pipe just not available anymore and our modification is going to have to be a feature of keeping these cars on the road?

If it is the latter, SAAB Parts are going to need some!!!

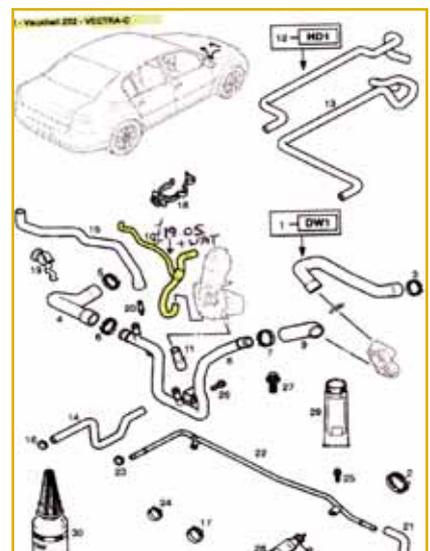
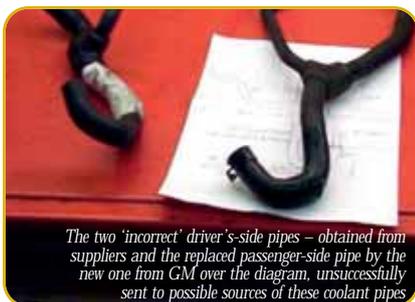
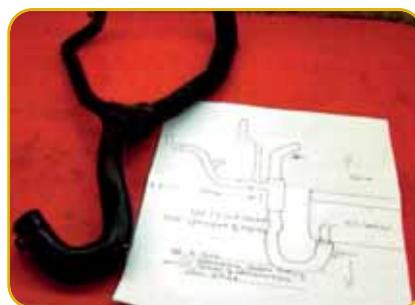
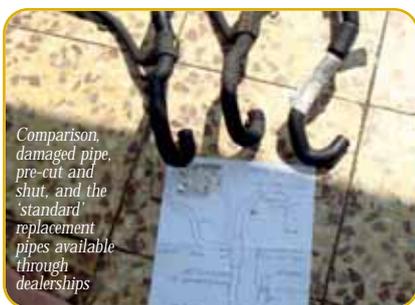


Diagram shows the correct shape I required to connect the oil cooler/coolant pipe on the drivers, which appears not to have ever existed!

# 9-3SS REGISTER



Hello once again everyone, I hope that you are all well and still enjoying your cars.

As you know, I am rather interested in maximum fuel economy, my petrol powered SAAB 9-3 Convertible is often returning 40mpg. However, I do generally drive this very gently.

It was with great interest then, that I received a letter from John Brown with regard to average fuel economy. Since this letter relates to the economy of a Saab Diesel engine, I was very interested to read what John had to say, especially as I recently drove to Paris and back in my wife's Chrysler Grand Voyager Diesel and we only managed 34mpg overall. John Writes:

*"I last wrote to you in October 2011 when we had bought a six-month old 9-3X TTiD automatic that had done just over 3000 miles. The car has just had its second annual service and we have added a further 16,000 miles to the mileage. I thought I would get in touch with you about experiences so far – though having said that there's been nothing really to report except the car has lived up to expectations and we've had no problems or difficulties. The attributes of the engine have been well rehearsed by others and it has a performance profile that suits our current motoring. What I did think you might be interested in, however, was in a small exercise that we did last year in trying to determine a benchmark range of average mpg for the diesel engine.*

*"When we collected the car it was just coming up to a mileage where the handbook says it's possible to begin to exceed 4000 rpm. However, from the experience of our previous TTiD it was about 8/9000 miles before the engine gave the impression of being loose and flexible. As the winter months were approaching, and we don't use the car for commuting, it was difficult to get any meaningful diesel consumption figures. In addition, when the temperature gets to 5°C below I go on a weekly round-trip of some 40 miles on a dual carriageway keeping the engine at about 1800/2000 rpm to help keep the particulate filter clean – I'm not sure whether it makes any significant difference but at least I know it's not doing any harm!*

*"The first opportunity to begin to get some realistic figures over a variety of driving conditions came when we went to visit friends in Switzerland in June.*

*"There was the high speed constant cruising on auto routes in France (over distances that I have not found possible to repeat on British motorways); the inevitable stop-start motoring in cities; along with the long steep gradients and hairpin bends in Switzerland*

*together with motoring around mountain lakes where the speed was often no better than 10/15 mph (or less!). Using the Hull to Zeebrugge ferry for both outward and return trips to the continent (living in York it is no distance to get to Hull) the round-trip was 1,937 miles. The average mpg was 48.7 which compares to the combined urban and extra-urban mileage in the handbook for an automatic of 47.1. What was especially reassuring is that this figure can be improved on just by taking into account the weight within the car – going to and from Switzerland there were two adults plus their luggage (and coming back the luggage had, inevitably, increased...) and going around Switzerland there were always four adults in the car. Also if climate control had been turned off – in the valleys the temperature was in the low 30s Celsius - this again would have had an impact on mpg. The hardest part of the exercise was not checking until we got home what the average mpg was on the in-car computer, or doing the mental arithmetic when topping up the petrol tank, as I didn't want to influence the final average figure by varying my normal driving style. I now have in my mind's eye an average benchmark figure in the range of upper 40s/low 50s that can be expected across a variety of motoring conditions. I'm not sure whether this is particularly good or bad but I was surprised at how close it is to be published combined figure.*

*"The car, needless to say, behaved impeccably throughout the trip. Having taken out a Saab Secure Warranty through to 2017 we intend, unless something untoward happens, to keep it until then. At that point it will be interesting to see what NEVS are offering. Personally, I'm intrigued by the prospect of an electric Saab and certainly don't share the 'shock horror never in my lifetime' responses to such a prospect that you can see on the web. I suspect my rule of thumb criterion as to whether we would seriously consider one at that point would be whether there is the infrastructure of charging points not just in the UK, but also on the continent, enabling us to get to Switzerland! In the meantime, the Hirsch catalogue appears tempting – especially as each time I look more of the items become out of stock."*



Many thanks for writing in John. 49mpg is very impressive for such a heavy and fast car. It demonstrates just how good the TTiD and TiD engines are. If I'm honest, I should perhaps have chosen one over my 2.0T.

Last issue I briefly introduced you to Derek Fletcher. Derek lives in Spain and currently is our most distant member on the 9-3ss register. Here is a little more from Derek and his Saab 9-3.

*"I live in San Fulgencio on the Costa Blanca half way between Alicante and Torrevieja and about a mile from the coast. I would like to tell you about my recently acquired 9-3 as a replacement for my 1998 9-3 SE Convertible.*

*"It is a 1.9 TiD Linear Sport Automatic in midnight blue metallic. I particularly like the parking assist and the rain sensitive wipers. It has cruise control, which will be useful when I come to the international this year. I miss the button in the door to unlock the boot. Air con., not quite as good as Climate Control, but split options is good. It seems to take a little bit longer to warm up than my others Saabs, past & present, but I like it very much.*

*"I have never had an oil burner before and must say that, I am impressed with the performance. It took a while to find out about all the new gadgets as the drivers handbook was in Spanish. Richard Elliott soon sorted that out for me and supplied me with a complete set and for the exact year.*

*Odometer reading when I bought the car: 60,000 Kilometers or 37,500 miles. LHD naturally, the leather seats may not be such a bonus in summer, burns the back of your legs when it gets hot. Maybe I should have one of those seats with a fan in them.*

*"I never thought of a diesel being a 'Sport' but this car certainly can be driven sportingly. It has paddles on the steering wheel allowing manual gear changes, although I have not tried them yet. SID gives litres per 100 km but it seems to be doing about 40MPG locally.*

*"It is also the first 4-door Saab I have ever had and there has been a dozen before this one. It is quick. I would say it is as fast off the mark as my wife's 9-3 coupe. I am impressed with the car overall. How could a car as good as this go out of production? I have been a Saab owner for over 50 years now and never thought of changing."*

Thank you for writing in Derek and your contribution, I look forward to meeting you at the International in August.

Finally, Duncan Simpson sent in some fantastic photos of his black 9-3 Aero TTiD. Thanks Duncan, they are great shots and I will feature more of them in a later issue.

The next edition will feature photos and a write up from the Swedish Day but until then, take care and drive safe.

Simon

### New Registrations

Name	Area	Membership No.	Registration	Model/Details
Richard Burgess	Norwich	021376D-2	DK04 KWA	9-3 Convertible 1.8 turbo, Glacier Blue Paint, Grey Interior, 82,000 miles, Year 2004, Chassis YS3FF75F746005397, Wood/Leather Steering wheel & Centre Console. ICE upgrade
Clive Rogers	Bognor Regis	021396-4	EX58 ZRY	9-3 Vector Sport TiD 150 Convertible, Blue Paint, Cream Interior, Year 2008, 23000 miles. Chassis YS3FF76W586012904, First Reg: 30/09/2008
Damian Rayner	Stockport	021389-3	KT56 KBZ	9-3 Sport Wagon Aero 2.8T, 275bhp, Blue Paint, Cream Interior, 57,165 miles, year 2007, Chassis YS3FH56U961013223, Hirsch Performance upgrade
Herbert M Smith	Norwich	020586-12	HMS 20V	9-3 Sport Saloon Vector Sport TiD, Red Paint, Two Tone Interior, 56,000 miles, Year 2008, Chassis YS3FF46W681146137, Hirsch Performance Upgrade, Conv. Pack, Bi Xenon Headlights, Heated Seats
Duncan P Simpson	Dundee	021354-1	SS08 DPS	9-3 Sport Saloon Aero TTiD, Black Paint, Cream Interior, Year 2008, 41,000 Miles, Chassis YS3FH46PX81138559, First Reg: 30/04/2008, 6 Speed Manual, Maptun 210bhp, 450Nm, Maptun Strut brace, Pipercross panel filter, Black tinted rear windows



# SAABS AT THE GRAMPIAN TRANSPORT MUSEUM



It all started with a seemingly-harmless email to Elli Wilson about whether there was potential for a SOC Group in the north of Scotland... and resulted in between 35 and 40 different Saabs gathering on the racing circuit at the Grampian Transport Museum in Alford, Aberdeenshire on Sunday 28th April.

Despite the ever-present threat of rain (perhaps to be expected in North-East Scotland in April?), more than fifty SOC members and other Saab enthusiasts headed to the museum for what is thought to have been the largest gathering of Saabs in the area for many years.

The 'roll-call' of Saabs included three 96 V4s from the early 1970's (two of which had each driven over 100 miles to attend, with one still regularly rallied by its SOC owner, David Heirs) and a brace of 99s dating from the 1980s (Steve Liley's very nice red Turbo and Jim Martin's GL) – all relatively rare in the area



nowadays. There were several C900 and C9000 models, built in happier pre-General Motors days, as well as more recent 9-3 and 9-5 models up to the present day ... all in amazing condition and obviously well looked-after by their proud owners. One early arrival, Nick Munro, put the rest of us to shame by polishing his 9-3 Convertible as soon as he got there – though quickly had to put the roof back up during the first heavy shower. SOC Sonett Registrar, Nick Walker, had hoped to show off his newly-acquired Solstad transporter, but was still in ‘negotiation’ with DVLA about its registration, so had to settle for his 9-3, also polished for the occasion.

The traditional camaraderie between Saab drivers and their good-natured contempt for other ‘lesser’ brands was very much in evidence (though as a concession we did allow one VW to join the group on the circuit, as long as it was parked well away from the Saabs !).

As well as those who had ‘registered’ to come along (following a SOC mailshot and postings on the UKSaabs forum), there was a steady stream of other visitors who had either seen the event advertised in the Press & Journal’s ‘Your Car’ newspaper supplement or who had planned to visit the

considerable attractions of the museum in any event.

If you’ve never been to the Grampian Transport Museum, then a visit is definitely recommended next time you’re in the area. As well as displays of veteran, vintage and classic cars and motorcycles (many with an Aberdeenshire flavour, including the world’s oldest working Sentinel steam wagon), there are ‘climb-aboard’ vehicles for the kids (and the bigger kids) and a ‘Pop Icons’ display with Daleks and one of the first and last original Minis. Not forgetting Billy Connolly’s ‘World Tour’ motor-trike and much more (see [www.gtm.org.uk](http://www.gtm.org.uk) for more information on the museum and outdoor events).

The only criticism is that there are no Saabs on display (if you discount the beige model 96 Bull-nose Two-Stroke in a display cabinet in the tea-room) !

In the words of Colin Chapman (no, not that one!) who came up from Carnoustie "It's the first time I've seen so many different models of Saabs up close and it made for a very interesting afternoon. Grampian Transport Museum was a great choice of venue as well; we had a great day out and made some new friends in the Saab community. My wife was really impressed with how friendly people were and my kids managed to fleece me for some new toys in the museum shop !"

There were several positive enquiries about the SOC from non-members, who took away back copies of ‘Driver’ and application forms, and a huge interest in holding similar events across the region perhaps a couple of times a year – so keep an eye on the events diary and other forums.

Let’s hope this proves to be the first of many ‘revival’ events for Saab owners and enthusiasts in this part of the country – after all, we have arguably the best scenery and the best driving roads anywhere in the UK !

Derek Darnell



## SAAB 99T RALLY CAR THE EPIC SAGA CONTINUES

Well it has been a busy time since I wrote in the last 'Driver'. At the beginning of the year I agreed to co-drive for Tyrone Lawton in the old Malbrad C900 8v rally car and as I write this we have finished the two rallies we entered, the Lee Holland Stages in a cold and wet Anglesey and the slightly warmer and sunny Cadwell Stages at Cadwell Park. Both these events offer good value for money and aren't car damaging being run mainly on the race circuit and adjoining roads.

At least we were having better luck than my other partnership for this season with Manx man Steve Higgins. We intended to do some of the rounds of the new Roger Albert Clark series starting on the second round, The Rally of North Wales (formerly The Bulldog). Due to the late snow and cold weather this was cancelled, so our first outing was literally yesterday (as I write) on the Hamsterley Stage rally. Things went OK until stage 3 when the throttle stuck open on the countdown at the stage start. The engine took exception being wound up at well over 7000 rpm (the sport gauge only goes to 7) and we couldn't get going after the engine cut on the road section five miles from service. Steve did try a re-enactment of my Hamsterley off that I had nine years ago, dropping into the same ditch on the same corner, running along the sill on the ditch top, but this time we rejoined the road. And why when you choose to look up from the 'notes' are you always sliding towards the edge of a 'fresh air' corner that's on your side of the car! Hey Ho as they say more work to be done.

The Saab 99T rally car is still moving along, but I reckon these other Saab rally drivers are trying to stop me from finishing the thing!

I have fitted the alloy rear bulkhead. This is to stop any fire from coming through from the petrol tank in the boot area and is only really required in a 99/900 if you fit the tank in the boot.

I used several sheets of 1.6 thick alloy sheet and decided to split the main vertical sheet into two to make the profiling around the rear inner arches a bit easier. I then bent up a flange inline with the seam on the inner arches at the ends of the vertical sheet. I then made individual little closing plates to go between this, the outer panel and the 'C' pillar behind the quarter window. I also made an alloy parcel shelf to rivet to the vertical sheets (use a card template on all panels to get a good fit before cutting into the alloy). All these sheets will then need sealing at all the joints. I have used seam sealer between the riveted together panels and will use glass fibre on both sides between the sheets and bodywork. All will then be painted over with etch primer.

The other option is to skid the standard plastic tank with an alloy tank guard, or as on the Malbrad car get someone to mould a tank guard in Kevlar round a spare tank and strap the lot in place. If you go down this route you need to box in the fuel filler pipe that runs through the boot area.

The rear axle has had a clean up and I have added a bit of extra strengthening to the uprights on the axle and extended the lower rear break caliper fixing to take a late C900 50mm bore non handbrake front calipers. These are the same offset as the 30mm standard caliper and use the same disc thickness. They probably stick out 3-5mm more, so some checking will be required against the wheels. The caliper holes will also need reaming out on the C900 caliper as the standard rear has larger dia bolts (work that out then).

The idea is to use a hydraulic handbrake with a flick over locking pawl. I will then fit hand brake cables from the hydraulic handbrake that will run to a bracket welded to the calipers to comply with the mechanical handbrake rules for road cars. Each set of outer pads will then require a lug welding to them so the cable can pull the pad against the disc. It should appear obvious at this point that the hydraulic part of the handbrake will be on solid anyway and the cable is really only there to comply with regulations. A bias valve will be run to 'turn down' the rear braking.

**I HAVE DECIDED THAT SPRAYING RALLY CAR SUSPENSION IS A WASTE OF TIME AS YOU JUST END UP HAND PAINTING IT AFTER A FEW EVENTS AFTER THE STONES HAVE BLASTED THE LOT OFF. IF I WERE DOING A RESTORATION I WOULD SPRAY TWO-PACK ON ALL THE SUSPENSION COMPONENTS.**

The trailing arms have been plated in 2mm thick steel across the top in front of the spring and the lower opening has been closed in up to the bush. You need to leave room to get a spanner/socket in to get at the inner bush mounting block nut. All welding needs to take place with the front bush tightened in place. I also added a bit of thicker steel around the outside of the spring platform. Most failures on other rally car seem to happen right across the middle of the spring seat and not between it and the pivot. The paint is brush on and as you can see most components were waiting for their second coat. This paint is from the chap that sells paint at Newark auto jumble and so was the engine block paint I used in the last Driver on the Two-Stroke engine. I have decided that spraying rally car suspension is a waste of time as you just end up hand painting it after a few events after the stones have blasted the lot off. If I were doing a restoration I would spray Two-Pack on all the suspension components.

As you can see I have fitted stiffer bushes in the rear trailing link and Panard rod, but left standard rubber bushes in the axle and trailing arm. The idea is that when you break and turn into a corner the forces will cause a moment around the centre of the axle and this will try to pull both arms in tension. The stiff bushes will not deflect as much as the rubber (well that's the idea) and this will give a little rear end axle steer. I did check with a bob weight on the axle line moving the rear axle through its full travel to see if it did move fore and aft under its normal operation and found it to stay bang on the line, so any movement via soft bushes etc will effect axle location.

All the best

Rich

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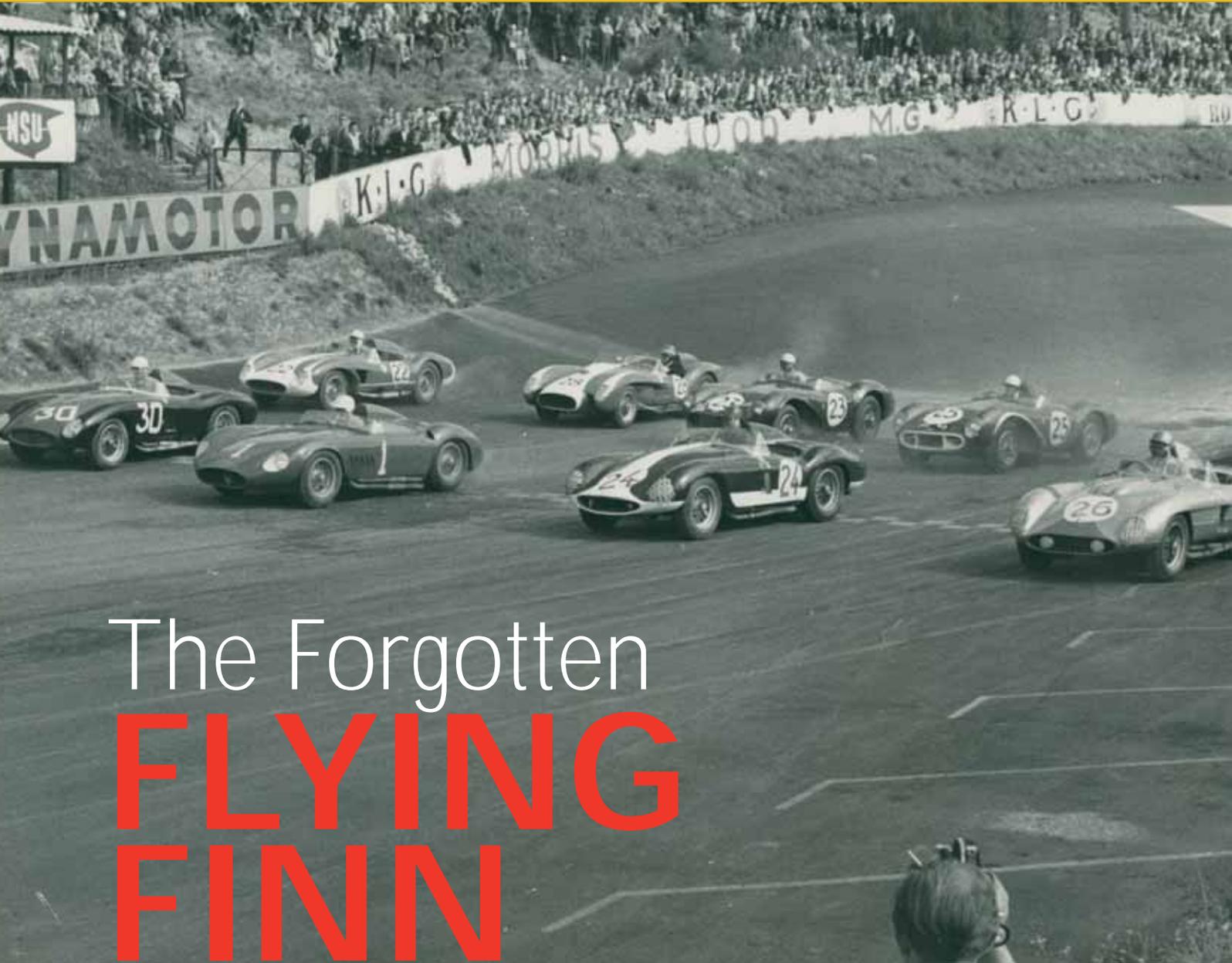
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## The Forgotten **FLYING FINN**

I recently received an Email from a Finnish Chap called Klaus Bremer about the sale of his grp 2 period Saab 99T rally car (please Email me if you are interested). I was sure I had a photo of Klaus competing in a Two-Stroke back in period, and with the name of Bremer I had to ask if he was related to the late Carl-Otto Bremer who won the 1000 lakes rally back in 1960. It turns out they were cousins and both had a great competition career with Saabs.

You could say Carl-Otto Bremer was the 'Forgotten Flying Finn'. He was up there winning events prior to Rauno Aaltonen and alongside Timo Makinen and Pauli Toivonen, it was the start of something big in the world of rallying. Saab provided a good proving ground for the likes of Carl-Otto, Rauno and the inspired Simo Lampinen.

Carl-Otto was also one of the top Finnish racing drivers and competed in Formula Jr in a DKW Elva beating on occasions the works Saab Jr racers. He also drove as a Ferrari driver in a very nice 750 Monza, which is still racing to this day. Klaus takes up the story...

"You get a long story, still without it all. My father and four brothers were air force pilots and officers. Uncle Wainö, first Finn flying his Junkers Junior from Helsinki-Capetown-Helsinki in 1932 and around the World (not crossing the Indian ocean and the Atlantic) in 1933, became an air force dog fight teacher in WWII for Finnish pilots in Trollhättan, Sweden. This gave him the agency and import rights (his company Importer Co. Ltd.) for Saab (and Armstrong Siddeley and Messerschmitt 3-wheeler, Maico motorcycles) in Finland after the WWII.

"His son, my cousin Carl-Otto started as junior driver in a Saab 93. In his first rally, the Finnish Winterrally (Hankiralli) he won it, but was later disqualified for some technical error. Next year he finished second in Swedish Midnight Sun Rally and 6th in our Thousand Lakes Rally. In 1960 he won the Nordic Rally Championship (beating Eric C. and brothers Skogh among others), won the Thousand Lakes Rally and finished 9th in the Monte Carlo rally with a Saab 93 (best Scandinavian ever).

"He was killed in 1961 together with rally co-pilots Lampi and Hurme crashing his Saab 91 Safir at his summer house. Father



Wäinö was killed crashing his Beechcraft Baron in 1962.

"I got the possibility to drive my first car, the Saab 92, when Carl-Otto employed me as errand boy at Importer Co. In 1960 Carl-Otto sold his 'Monte-Carlo Saab 93F' to me. Car racing did not interest me at all as I was a competition swimmer and water polo player in the Finnish national team. My team mate, Erkki Kuhlberg, Finnish Champion at 1500m free style (crawl) worked in those days as a car mechanic at Importer Co. When Carl-Otto's widow, Pirkko gave me Carl-Otto's 1960 winning Saab wooden steering wheel as a memory of Carl-Otto, Erkki Kuhlberg convinced me that I should buy a Saab 93 to fit the steering wheel, and he would tune a 750cc engine to go in it. In 1963 in my second ever ice race I finished 2nd and was passed only 100m before crossing the finishing line by Simo Lampinen in his factory Saab 96. Same happened two more times. In our fourth battle Simo did not pass me any more.

"Next year, 1964, I got a racing contract with the Finish Saab importer. Erkki Kuhlberg became their leading racing mechanic (he made faster Saab cars for Simo Lampinen than Hellbergs Saab racing team in Trollhättan could produce for Eric, brothers Skogh, Bromark, 'Porsche-Andersson' and others). I won the Finnish championship in ice racing (250 ice race competitions

every winter in Finland in those days, 35-50 competitors qualifying to be one of the 10 finalists). Later that year I drove my first rally ever, the Thousand Lakes rally as motoring journalist together with my chief editor in a standard Morris Mini 1000cc (long stroke engine) winning my class and finished 22nd or 24th overall.

"In 1965 I was contracted by Finnish Austin importer (Veho Oy), won the Finnish Ice Race championship in an Austin Cooper S 1150cc, and finished 11th overall in the Thousand Lakes (after placing fifth overall until last night, when we got diesel fuel in our tank – sabotage we believe, by the competing Morris importer with Timo Mäkinen as number one star.

1966 I finished third or fourth in a Austin Cooper S 1300 in the Ice Race Championship, and still not too bad in Thousand Lakes (ninth or 13th or something).

"I did not race in 1967-68 as I tried hard to get to the Mexico Summer Olympics in 1988 as competition swimmer. I failed as I was 1.2 seconds too slow on 200m free style to qualify for the 4 x 200m relay team.

"In 1968, after failing in swimming, I was back in a Saab 96 Four-Stroke, and finished second best Saab in the Thousand Lakes after Simo Lampinen. I don't remember the order overall.

In 1969 I was contracted by the Finnish Fiat importer. I went on racing on ice and tarmac racing till 1974 or 1975 in a Fiat 128 and a Fiat 850, with lots of victories and some silver and bronze finishes in the Finnish Championships.

"I started my own publishing business and flying business (piloting fixed wings and rotary wings) in 1975.

"In 1982 my employees, all very interested in car racing, told me I was too old and far away from car racing to participate in their daily talks. I got angry and told them I would still win a Finnish Championship in circuit racing in any class they would like. For different reasons they challenged me to go for the Championship in class below 1150cc. (Number one star in class 1150cc, Raimo Mäkelä, unbeaten in Finland since 1977.) I bought a Ford Fiesta from Firma Grob in Siegen, Germany, had a wonderful co-operation with their master mechanic named Kretzer, and won the Finnish Circuit racing Championship (5 races on ice and five on tarmac) already after eight races.

"In 1983 I created a Saab 900 Turbo one-make Championship in Finland in co-operation with the Finnish Saab factory in Uusikaupunki. As organiser I wasn't allowed to take part in those races, but as an exception I could borrow a 900 Turbo for



Rally Cross car. He answered 'Yes' if we would make him a 900 Turbo group N rally car, and we said 'Yes'. He showed us where to strengthen the Rally Cross 900 T for Jouko Kallio. Then he went to Trollhättan Saab factory and hand made the engine and a strengthened gear box to the 900 turbo rally car, which he raced according to our agreement in the Swedish Winter rally and another winter rally around the city of Uppsala. After that I got this

the Ice Race Championship (one race only) and finished second. We invited a very skilled US driver (Saab Formula Champion in the US) to drive the 900 Turbo in two ice races in Finland (cannot remember his name now), and he really knew (being from close to the Canadian border) how to drive on ice. I bought his brothers Saab Sonett, chassis number about 10200 (one of the last to be built).

"Then the Finnish Saab factory wanted to take part in the European Rally Cross Championships with Finnish driver Jouko Kallio. I called the two or three times Saab 900 Turbo European Rally Cross Champion Anders Norstedt to the factory in Uusikaupunki to show us how to build a winning 900 Turbo

hand made 900 Turbo. I participated very successfully winning many class victories until the Audi 80 AWD cars joined the same class in about 1994. It was difficult to compete with the 2-wheel drive (no differential lock) against the Audi 80s. We were fast enough on fast roads, but lost on twisty special stages. The superb 900 Turbo Rally car is still mine after more than 32,000 rally kilometers, and I still enjoy its 'mule kicks' as ever when I get childish on the gravel and winter roads around my summer house.

Thank you for making me remember the nice and good days in car racing. It was long ago, but still makes me weak at heart.

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9000s	£95	£149	£41
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SAAB-VI-0611

# PRODUCT OFFER

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This issue one lucky reader can win all these 'must have' products from brand names you can trust.



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We have one set of products to give away. To enter, simply answer the question below and fill in your details.

How many years' experience does Simoniz have in developing valeting products? \_\_\_\_\_

Name: \_\_\_\_\_ SOC Membership No: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_ Tel: \_\_\_\_\_

Please post or email entries to: Fiona Richardson • Mypec, Beech Hall, Knaresborough, North Yorkshire, HG5 0EA.

email: [fiona@mypec.co.uk](mailto:fiona@mypec.co.uk)

Entries close 1st August 2013. The winner will be the first correct entry drawn at random.

### PREVIOUS WINNERS

January/February/March 2013

R222 Car Care products

Janet Whitmore – Membership no. 020856D-11

Ray Cooper – Membership no. 007765D-9

### April/May 2013

Car Boot Tidies

Richard Walton (Castle Douglas), Robert L Roberts (Rugby),

Karen Edmunds (Dorset), Bob Boaden (Shropshire),

Sue Long (Barnsley), Victor Long (Bradford)

# CLUBSHOP

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



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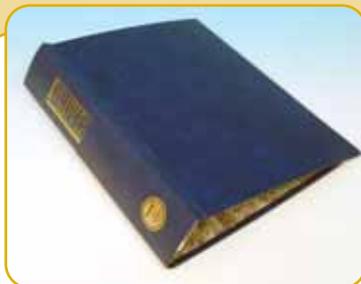
95 (blue, green, brown, white) Code: 120

96 V4 (blue, green, red) Code: 130

99 (blue, red, white, black) Code: 140

900 (white, green) Code: 150

**£1.80**



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[www.saabclubshop.co.uk](http://www.saabclubshop.co.uk)



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P&P charges apply to all orders

# CLASSIFIED

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

To place classified advertisements, please use an advertising form from a previous issue of 'Driver'. Alternatively a form is available online at [www.saabclub.co.uk](http://www.saabclub.co.uk)

95

## Saab 95 Estate 1974

71,200 miles. £1,600 or swap with classic motor cycle. Phone Adrian on 01524 732268 or Bob on 01524 735039



## Classic Saab 900i

Convertible, manual. 1992 Taxed, MOT, full service history. New roof and tyres. Low mileage. Two owners. Any inspection. Reluctant sale. £2,600. Tel: 01691 839219 (Oswestry)

## Saab 900 GLE 1981

Very good condition. One owner since new. Limited issue, seats covered since new, recent head lining, steel sun roof. Offers or exchange for Saab Convertible. Tel: 01728 663567 (Suffolk)

## Classic 900 Turbo Carlsson 1990 G

White, black leather, very good condition, lots of history, 173,000 miles, tax, long MOT. £3,750 Tel: 01482 846229 (East Yorkshire)

96 V4

## 1972 Standard Saab beige.

In daily use. Zero road tax. VEGE remanufactured engine. Interior very good. E-mail: [geoffreywass@btinternet.com](mailto:geoffreywass@btinternet.com) Tel: 01923 894466 (Herts)

900

## Saab 900 Turbo 16S

Rare 3 door coupe with sunroof. Black, tan leather interior. Engine and gearbox overhauled and uprated. Koni suspension and better brakes. This is a very quick classic. Good bodywork. MOT expired. Needs minor work. Sensible offers around £1,495 for this piece of Turbo history. Ring Ian on 01242 620722 (Cheltenham)

## 2002 SAAB 9-3 2.0T Hot T9 Special Convertible.

Finished in black with full black leather sports seats. This fantastic one off Convertible has had a full Abbott racing motorsport upgrade kit that cost in excess of £4,500.00! The car is currently owned by a fully trained Saab technician Simon Cone who has just fully serviced the car with new brake discs and pads all round and new clutch 9000 manual, specification is simply stunning and includes the following:

Carbon Fibre Dash, Abbott sports suspension, Saab Viggen rescue kit, sports exhaust, ecu power upgrade to 240bhp, high flow intercooler and gas flowed cylinder head 17 inch calibra black wheels with silver trim, front seats are electric adjustable and as usual the car has full electric windows, locks, mirrors, etc. CD multi changer, 2 keys, will include 2 months road tax. This 9-3 represents a really rare



opportunity for a genuine Saab fanatic who wants the very top specification: the car looks stunning. MOT til December 2013. Tel: 07866 315270 (Hull)

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: Allen Timms 01208 72429 or E-mail: [al.timms@talktalk.net](mailto:al.timms@talktalk.net) (Bodmin, Cornwall)

WANTED

## Car reg BO55 GWB possibly on Saab 9-3 convertible wanted

Prepared to pay good price for plate and car if necessary. Info of whereabouts appreciated to E-mail: [kyte58@btinternet.com](mailto:kyte58@btinternet.com) or mobile 07831 483211 (Nr Cockermonth)

BITS AND PIECES

## Classic 900 roof bars & roof rack.

V. Good condition £20. Buyer to collect. E-mail: [armm2710@hotmail.com](mailto:armm2710@hotmail.com) Tel: 01472 814772 (NE Lincs)

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Best regards,

A handwritten signature in black ink, appearing to read 'Corin Richards'.

Corin Richards  
Managing Director, Saab Parts UK



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